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THESIS

A COMPUTER SIMULATION
OF
NAVAL GUNFIRE SUPPORT
OF SMALL INDEPENDENT ACTION FORCES
IN AN INSURGENT-CONTESTED AREA

by

Charles Sidney Hyatt

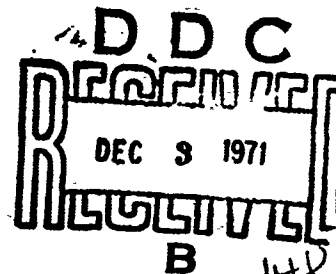
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in an Insurgent-Contested Area

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ABSTRACT

A computer model which simulates Naval Gunfire Support of Small Independent Action Forces (SIAF) in an insurgent-contested area is presented. The mechanics of the model are described in sufficient detail to allow understanding by any user with a basic understanding of Naval Gunfire Support and computer simulation techniques. A detailed guide to preparing the input data deck required for simulation of a user-defined problem is included.

The problem definition and results of a partial feasibility study of the Seabased Tactical Deterrent Force (STDF) concept using the simulation model are presented as a means of providing some insight into the feasibility of the STDF concept and as an example of the use of the simulation model.

TABLE OF CONTENTS

I.	INTRODUCTION -----	12
A.	SEABASED TACTICAL DETERRENT FORCE -----	12
B.	SMALL INDEPENDENT ACTION FORCE (SIAF) PATROLS -	13
C.	OBJECTIVES OF THIS THESIS -----	14
	1. Development of Computer Simulation Model --	15
	2. Partial STDF Feasibility Study -----	15
D.	ORGANIZATION OF THIS THESIS -----	16
II.	THE SYSTEM -----	17
A.	NAVAL GUNFIRE SUPPORT -----	17
	1. NGFS Ship Types -----	17
	2. Installed Guns -----	18
	3. Firing Procedures -----	18
	a. Call for Fire -----	19
	b. Ship Assigned -----	19
	c. Assigned Ship Proceeds to Firing Position -----	19
	d. Assigned Ship Sets Up for Mission -----	20
	e. Fire the Mission -----	20
	4. Ship Operations When Not Firing -----	20
B.	REFUELING AND REARMING -----	21
C.	SIAF PATROL PROCEDURES -----	21
	1. Insertion -----	22
	2. Patrol Maneuvers -----	22
	3. Extraction -----	22
D.	THE ENEMY SITUATION -----	23

1. Subarea Division -----	23
2. Call-for-Fire-Rate -----	23
E. ASSUMPTIONS -----	24
III. THE MODEL -----	26
A. PRELIMINARY DISCUSSION -----	26
1. Variable Names -----	26
2. Measures -----	26
3. Input Data-General -----	27
4. Random Numbers -----	27
5. Ship Identification -----	27
6. Uniform Distributions -----	28
7. Number of Iterations -----	28
8. Specification of Card Reader and Printer Logical Unit Numbers -----	29
B. PROBLEM AREA -----	29
1. Objective Area (OA) -----	29
2. Gunline -----	30
3. Waiting Pattern -----	30
4. Justification of Problem Area Definition --	31
C. EVENT CHAIN AND MISSION SCHEDULE -----	31
1. Event Chain -----	31
a. Event Types -----	33
b. Event Parameters -----	33
c. Subroutine VENTCH -----	34
2. Mission Schedule -----	34
a. Mission Generation -----	34
(1) First Mission -----	36
(2) Next Missions -----	37

b. Mission Parameters -----	37
D. SHIP ASSIGNMENT DOCTRINE -----	40
1. Types of Ship Assignment Doctrines -----	40
2. Mission Types -----	41
3. Maximum Gun Ranges -----	42
4. Warning Concerning Use of Ship Assignment Doctrine 2 -----	43
E. SHIP AVAILABILITY -----	43
1. Ship Status -----	43
2. Vector of Available Ships -----	44
3. Assignment of Closest Ship -----	44
F. THE QUEUE -----	46
1. Joining the Queue -----	46
2. Leaving the Queue -----	46
3. Queue Discipline -----	47
G. SERVICE TIME -----	47
1. Total Service Time (SERVC(I)) -----	48
a. Travel Time (TRAVEL(I)) -----	48
(1) Ship Coming from the Waiting Pattern -----	48
(2) Ship Having Just Completed Another Mission -----	48
(3) Ship Having Just Completed Refuel- ing and/or Rearming -----	48
b. Setup Time (SETUP(I)) -----	49
c. Firing Time (FIRE(I)) -----	49
(1) Mean Firing Time Due to Target Range -----	49
(2) Mean Firing Time Due to Target Type -----	50
2. Ammunition Expenditure (AMMEXP(I)) -----	50

H.	REFUELING AND REARMING	51
1.	Refueling	51
a.	Method of Establishing a Refueling Schedule	51
b.	Latest Fueling Time	54
2.	Rearming	55
3.	Rearming and Refueling Completions	55
a.	Refueling	55
b.	Rearming	56
c.	Combined Refueling/Rearming	57
I.	OUTPUT DATA	57
1.	Printout of Input Data	58
2.	Mission History	58
3.	Statistical Results for Each Iteration ----	58
4.	Overall Statistical Results	59
J.	INPUT DATA - DATA DECK	61
1.	First Card: Miscellaneous Problem Definition Variables	61
2.	Second Card: Program Control Indicators --	62
3.	Next NRAREA Cards: Subarea Information Cards	62
4.	Next 2 Cards: Parameters of Mean Firing Time	63
5.	Refueling Data	64
a.	First Card: Miscellaneous	64
b.	Next 4xFINFUL Cards: User-Input Re- fueling Schedule	64
c.	Next Card: Parameters of Computer- Calculated Refueling Schedule	65
d.	Next Card: Minimum and Maximum Re- fueling Off-Station Times	65

6.	Rearming Data -----	66
a.	First Card: Minimum Allowed Ammunition Levels and Minimum and Maximum Rearming Off-Station Times -----	66
b.	Next 4 Cards: Initial Ammunition Levels -----	66
7.	Next 2 Cards: Ammunition Expenditures Per Minute -----	67
8.	Last Card: Random Number Generator Initializers -----	67
K.	COMPUTER STORAGE AND TIME REQUIREMENTS -----	68
1.	Computer Storage -----	68
2.	Computer Central Processing Unit Time -----	68
IV.	VERIFICATION AND VALIDATION OF THE MODEL -----	69
A.	VERIFICATION -----	69
1.	Verification of Intermediate Calculations and Data Flow -----	69
2.	Tracing -----	69
3.	Extreme Value Problems -----	69
4.	Verification of Exponential Distribution ---	70
5.	Comparison with GPSS Model -----	72
6.	Verification of Relationships Between Output Statistics -----	72
7.	Sensitivity Testing -----	73
B.	VALIDATION -----	75
V.	PARTIAL STDF FEASIBILITY STUDY -----	76
A.	OBJECTIVE OF THE STUDY -----	76
1.	Decision Criteria -----	76
2.	Objective Function -----	77
3.	Optimization Technique -----	77

B.	HYPOTHESIZED SITUATION - SCENARIO -----	78
1.	General Situation -----	78
2.	Enemy Situation -----	78
3.	Friendly Situation -----	79
a.	NGFS/SIAF Detachment -----	79
b.	Area of Operations -----	79
(1)	Objective Area -----	79
(2)	Patrol Subareas -----	80
(3)	Waiting Pattern -----	80
c.	Firing Doctrine -----	80
d.	Refueling and Rearming -----	80
(1)	Location of AOE -----	80
(2)	Refueling Schedules -----	81
(3)	Initial and Minimum Ammo Levels --	81
C.	HYPOTHESIZED SITUATION - INPUT VARIABLES -----	82
1.	Zero Problem Time -----	82
2.	Problem Area Map -----	82
3.	Expected Patrol Durations -----	84
4.	Assignment Doctrine and Queue Discipline --	84
5.	Refueling Schedule -----	84
6.	Firing Time Parameters -----	85
a.	Denominator of Range Factor -----	85
b.	Mean Firing Time Due to Target Type ---	85
D.	INVESTIGATION OF VARIOUS NUMBERS AND MIXES OF SHIPS PRESENT -----	86
1.	Two Ships -----	86
2.	Three Ships -----	86
E.	CONCLUSION OF THE STUDY -----	90

VI. CONCLUSIONS	93
A. REFINEMENT OF THE MODEL	93
1. Travel Distance Calculations	93
2. Ship Assignment Doctrines	93
3. Queue Discipline	93
4. Refueling and Rearming Off-Station Times ---	93
5. SIAF Patrol Movements	94
6. Distributions of Variable Quantities	94
B. EXTENSIONS OF THE MODEL	94
1. Inclusion of Air Strikes	94
2. Inclusion of Battleships	95
3. Multiple Patrols in a Subarea	95
C. OVERALL CONCLUSION	95
APPENDIX A: COMPUTER PROGRAM GENERALIZED FLOW CHART ----	96
APPENDIX B: COMPLETE COMPUTER PROGRAM LISTING	102
APPENDIX C: PRINTOUT OF INPUT DATA FOR STDF FEASIBILITY STUDY	132
APPENDIX D: PRINTOUT OF MISSION HISTORY FOR THE STDF FEASIBILITY STUDY	135
APPENDIX E: ITERATION STATISTICAL RESULTS FOR STDF FEASIBILITY STUDY	141
APPENDIX F: PRINTOUT OF OVERALL STATISTICAL RESULTS FOR STDF FEASIBILITY STUDY	143
LIST OF REFERENCES	145
INITIAL DISTRIBUTION LIST	146
FORM DD 1473	147

LIST OF TABLES

I.	Decision Criteria Output Statistics for Combinations of Three Ships -----	88
II.	Decision Criteria Output Statistics for Combinations of Two Ships -----	88
III.	MAXIMUM WAITING TIME and PERCENT REQUIRED TO WAIT Statistics for the Nine Best Combinations of Three Ships -----	91

LIST OF FIGURES

1. Typical Problem Area Map ----- 32
2. Method of Calculation of MINDIS and MAXDIS ----- 45
3. Kolmogorov-Smirnoff Test for Goodness-of-Fit of
Mission Interarrival Times to the Exponential
Distribution ----- 71
4. Problem Area Map for STDF Feasibility Study ----- 83

I. INTRODUCTION

In these days of reduced U.S. Military manpower and hardware, a great deal of attention is being focused on developing the optimal military posture for future operations. One of the main factors being considered in developing this posture is the United States' announced desire to reduce the number of U.S. troops and troop support facilities on foreign soil while still maintaining the ability to respond with an adequate amount of military power to meet commitments to allied countries. Thus, a foreseeable possibility is that the U.S. might be called upon for emergency military aid to a country in which it has no land-based troops, aircraft, or artillery, as was the case in the Lebanon and Dominican Republic crises of the recent past. One of the concepts of future military posture which is under consideration is that of the Seabased Tactical Deterrent Force (STDF). Integral to the STDF concept is the concept of the Small Independent Action Force (SIAF). Each of these concepts is discussed below.

A. SEABASED TACTICAL DETERRENT FORCE

The STDF would be required to have a multitude of capabilities. Without defining all of the capabilities required, it can be summarily stated that the STDF would have to combine the existing capabilities of an Attack Carrier Striking Force, an Amphibious Task Force, a Naval Gunfire Support Force and an Underway Replenishment and Logistics

Force, while providing for its own defense as well. One of the most important requirements of the STDF, and the one which emphatically distinguishes it from other alternative concepts, would be the ability to strategically interpose combat forces in most areas in which conflicts might arise which would seriously jeopardize vital U.S. interests. This is not a new requirement, but it would enjoy renewed and expanded importance under the STDF concept. The conventional approach to exercising this capability which has been used many times in the past has been to land large numbers of troops ashore by an amphibious landing to conduct massive operations to achieve a military objective. But with changing U.S. foreign policy, such massive operations appear less likely. Also, our experience in Southeast Asia has inspired new technology and concepts of amphibious warfare. In the face of an insurgent force employing guerrilla warfare or similar tactics, massive amphibious operations are rarely practical or productive. The effectiveness of small reconnaissance and combat patrols, such as the Small Independent Action Force (SIAF) patrols, in seeking out the insurgent forces has often been demonstrated. Thus, the insertion and support of SIAF patrols becomes a capability which the STDF must have.

B. SMALL INDEPENDENT ACTION FORCE (SIAF) PATROLS

At this point in the discussion it is presumed that it has been determined that the STDF concept is a viable means of interposing U.S. military power, and the ability to insert

and support SIAF patrols is organic to the STDF. The following question then arises: "What type of operations by the SIAF patrols would be most effective in a limited war situation if one arises?" Some high-ranking military officers have expressed the opinion that it might be tactically advantageous in many areas to saturate an area of limited size with SIAF patrols. These patrols would be dispersed throughout the area with the objective to either:

1. Reconnoiter an area where enemy strength and degree of control is virtually unknown, or
2. Seek out known or suspected enemy forces.

In either case, each individual patrol should typically be of short duration (a few days), small in numbers (4 to 18 men), dependent only on the STDF for logistics and external fire support, self-sustaining while actually on patrol, and capable of rapid and reliable communication with the STDF. The primary mission envisioned for the SIAF patrols would be one which is essentially passive. The patrols would seek out enemy personnel, base camps, support facilities, etc., but rather than actually engaging in combat with such targets, the patrols would call in air strikes or naval gunfire from the STDF. Thus, the mission of the patrols is primarily reconnaissance/forward observer.

C. OBJECTIVES OF THIS THESIS

In this paper, a small segment of the overall operations analysis effort required to investigate the STDF and SIAF concepts is isolated and conducted. Specifically, the subject

under study is Naval Gunfire Support (NGFS), originating from the STDF, in support of SIAF's ashore in an insurgent-contested area. The objective of the paper is twofold:

1. Development of Computer Simulation Model

A computer simulation model has been developed which simulates the actions of the STDF in providing NGFS to SIAF's ashore. The model is designed primarily for investigating the queueing aspects of providing NGFS. The main focus of attention is the time interval between the time a SIAF calls for a mission to be fired and the time a ship commences firing the mission. No ascertainment is made of the actual results achieved when the mission is fired. The model is very flexible in design, allowing the simulation of a wide variety of situations defined by user-specified inputs.

2. Partial STDF Feasibility Study

After the simulation model had been developed, a typical situation in an insurgent-contested area was hypothesized, and the model was exercised to determine the optimum number and mix of various type of NGFS ships which would be required to adequately support the SIAF's ashore. Since situations in different areas certainly vary greatly and may be more or less severe than the hypothesized situation, and since the simulation is restricted solely to NGFS and no other organic capabilities of the STDF (such as air strikes), the results of the exercise cannot be considered to provide any definite conclusion concerning the overall

feasibility of the STDF concept. However, the exercise provides an example of the use of the simulation model for other users to follow when a specific real-life situation is under investigation, and it also provides some insight into the feasibility of a STDF providing NGFS in support of SIAF's ashore in an insurgent-contested area.

D. ORGANIZATION OF THIS THESIS

The development and use of the model are discussed in this thesis. In the next section, the systems to be simulated are described to the degree of detail necessary to construct the simulation model. Then, the mechanics of the model are discussed in sufficient detail to allow any user with a basic knowledge of NGFS and simulation techniques to understand how the computer program works. Next, the method and results of a partial STDF feasibility study are presented and conclusions based on the results are discussed. Finally, refinements and extensions of the model are discussed.

II. THE SYSTEM

The primary system which is simulated can be identified as Naval Gunfire Support. In order to construct a realistic and useful simulation model, at least two other systems must be included in the simulation model. These are refueling and rearming of ships at sea and the conduct of SIAP patrols ashore. Each of these systems is described in this section of the paper.

A. NAVAL GUNFIRE SUPPORT

1. NGFS Ship Types

Any U.S. Naval ship with installed guns is considered capable of providing some degree of gunfire support to troops ashore. However, from among the many types of U.S. Naval ships with installed guns, the only ones which can be considered to have NGFS as one of their primary duties are cruisers (CA, CL, CLG), destroyers (DD, DL, DDG, DLG), and battleships (BB). In recent years, certain types of ships, such as the Inshore Fire Support Ship (IFS) and the Medium Rocket Launching Ship (LSMR), have been built or converted with the specific primary mission of providing NGFS. However, these ships normally do not have adequate cruising ranges and speeds to be considered as permanent elements of a STDF. There are no battleships in commission at the present time. Therefore, the only types of NGFS ships considered in the model are cruisers and destroyers.

2. Installed Guns

All cruisers and destroyers have more than one type of gun installed, but each has one type which is considered to be it's "main battery" for NGFS. For example, a heavy cruiser (CA) normally has 6 8"/55 guns, 10 5"/38 guns, and 8 3"/50 guns. However, the 8"/55 guns are considered to be the main battery and would normally be the only ones used for NGFS, while the other guns are primarily used as a backup and for self-defense in surface-to-air and surface-to-surface engagements. In the model, each ship is considered to use only its main battery for NGFS. The types of ships considered in the model and the main battery gun type of each [Reference 1] are listed below:

<u>Cruisers</u>		<u>Destroyers</u>	
CA	8"/55	DD (Fram I/II)	5"/38
CL	6"/47	DD (931 Class)	5"/54
CLG	6"/47	DDG	5"/54
		DLG	5"/54
		DL	5"/54

Throughout this paper, a CA is referred to as an 8"/55 ship, a CL or CLG as a 6"/47 ship, etc.

3. Firing Procedures

Procedures for calling for and providing NGFS vary with the specific situation and local instructions. In some situations ships might simply proceed to a firing position and fire upon a predetermined area without the assistance of spotters ashore. This is called harrassment and interdiction

(H&I) fire, but this type of fire is not envisioned in the STDF/SIAF concept. The type of firing which is most likely to occur in the STDF/SIAF situations can be considered in almost all cases to adhere to the following chronological sequence of events:

a. Call for Fire

A SIAF patrol detects a target and radios a request for NGFS to the STDF. This is referred to as a "call for fire", and will be abbreviated as CFF throughout this paper.

b. Ship Assigned

The STDF commander or his delegated subordinate determines which ship from among those available, if any are available, is most appropriate to fire the mission and assigns that ship. This assignment is based on the following factors:

- (1) Range to the target,
- (2) Type of the target,
- (3) Distance of each ship from the firing position.

c. Assigned Ship Proceeds to Firing Position

The firing position for each mission is considered to be the point along the "gunline" which is closest to the target (the perpendicular distance from the gunline to the target). The gunline is a fictitious line in the ocean running roughly parallel to the shoreline at a specified distance from the shore.

d. Assigned Ship Sets Up for Mission

After the assigned ship has reached the firing position, it fixes its navigational position and readies its gun and then reports to the SIAF that it is ready to fire.

e. Fire the Mission

The assigned ship commences firing on a signal from the SIAF. After the first few rounds have been fired, the SIAF observes the fall of shot and radios instructions to the ship to bring fire onto the target. This is called "spotting". When fire has been adjusted onto the target, the ship continues to fire at a rapid rate until the SIAF observes that the target has been destroyed or otherwise effectively encountered. The ship then ceases fire and returns to a "ready" status.

4. Ship Operations When Not Firing

Ships assigned to NGFS duties but not actually engaged in firing would normally remain in the vicinity of the gunline in order to be able to respond rapidly when assigned to fire a mission. The specific area in which non-firing ships would operate would be specified by the STDF commander. A frequently used procedure is for non-firing ships to operate on or inside of a race-track type waiting pattern at a distance from the gunline determined by considering the tradeoffs between rapid response time and the need to keep non-firing ships out of range of suspected enemy shore batteries.

B. REFUELING AND REARMING

A definite limitation on the availability of NGFS ships is imposed by fuel and ammunition capacities of each ship. Under normal steaming conditions, a destroyer with a full load of fuel can steam for 3 to 4 days before it will be required to refuel, while a cruiser can steam 5 to 6 days. This assumes that refueling is required when the amount of fuel on board reaches 50% of ships capacity, a fairly common criterion. To determine when rearming is required, the STDF commander would normally specify a minimum on-board ammunition level to which ships would be allowed to fall before rearming. This level would be a function of the type of ship, expected rate of fire, and number of other ships present.

It is possible that refueling and rearming requirements would not impose a limitation on NGFS provided. This would be the case when other NGFS ships are available to temporarily replace ships which are required to refuel or rearm, or when the duration of the operation is short enough that rearming and refueling should not be necessary.

C. SIAF PATROL PROCEDURES

A very detailed computer simulation model of SIAF patrol actions has been developed by TRW, Inc. of Los Angeles and is described in detail in Reference 2. This model can be used for developing optimal patrol procedures and for determining expected patrol results for a wide variety of friendly and enemy situations. In the model described in this thesis,

no attempt has been made to simulate specific patrol actions with the exception of patrol insertion, calls made to the STDF for NGFS, and patrol extraction. Under the STDF concept, a SIAF patrol would typically adhere to the following chronological sequence of major events:

1. Insertion

The patrol is inserted into its assigned subarea of the overall objective area. This insertion would normally be accomplished by helicopter from an LHA assigned to the STDF, but could conceivably be accomplished by other means such as paradrop or amphibious landing. Order and time of insertion into the various subareas would be chosen such as to yield the highest probability of achieving a tactical advantage by surprising and confusing the enemy.

2. Patrol Maneuvers

The SIAF patrol maneuvers within its assigned subarea attempting to locate the enemy and his support facilities while remaining undetected by the enemy. When targets are located the patrol calls for NGFS or air strikes, if available, rather than actually engaging in combat with the enemy. The patrol would continue to maneuver within its assigned subarea until extracted for one of the three reasons indicated below.

3. Extraction

The patrol is extracted when one of the following occurs:

- a. A predetermined extraction time is reached.

b. The patrol leader considers that optimal area coverage has been achieved.

c. Extraction is required because the patrol's effectiveness has been significantly reduced by personnel casualties.

Extraction would normally be accomplished by helicopter.

D. THE ENEMY SITUATION

Obviously, the enemy situation is a factor which plays a large role in any study of NGFS and SIAF patrols. No study could ever begin without a reasonably accurate estimation of the size of the enemy force, its locations, its capabilities, and its expected actions. These enemy factors and others are considered in great detail in the TRW SIAF model. They are considered in the model described in this paper in the following ways:

1. Subarea Division

Division of the objective area into patrol subareas is based on terrain features, expected enemy locations, and expected number and capabilities of enemy in each subarea.

2. Call-for-Fire Rate

The real cornerstone on which the model depends for accurate estimates of the queueing aspects of NGFS is the expected rate of calls for fire in each subarea. This rate is, of course, primarily dependent on the enemy density in

each subarea. For a specific situation, the CFF rate for a particular subarea can be closely estimated by the TRW SIAF model or can be predicted based on available intelligence.

E. ASSUMPTIONS

There are several general assumptions which are necessary in modeling NGFS within the scope of this paper. These are discussed below. While each of these detracts from the realism of the model, it is considered that none of them significantly detracts from the accuracy of queueing results. Other more specific assumptions will be discussed as they occur in the description of the model in Section III.

1. SIAF patrols remain within their assigned subarea throughout the time interval between insertion and extraction, and only detect targets in their assigned subarea.

2. The enemy situation at the start of the operation in each subarea remains the same throughout the operation.

3. The enemy does not launch attacks against NGFS ships, or if he does the attacks are not successful enough to significantly reduce the operational capability of the ship.

4. SIAF patrols do not come under enemy attack, or if they do the attack is such that emergency NGFS is not required and the patrol's capability is not seriously reduced.

5. A SIAF patrol remains stationary at the same point from the time it has called for a mission until the mission

is complete. This leads to the further assumption that patrols spot only one target at a time, i.e., while one mission is in progress the patrol does not detect any other targets.

6. When a SIAF patrol is extracted from its assigned subarea, another patrol is not inserted into the area to replace the extracted patrol.

7. SIAF patrols do not sleep; at least, no element of the model specifically simulates a period of time during which patrols are sleeping. However, it can be considered that unusually long interarrival times between missions in a particular subarea could be caused in some instances by a period of time during which the patrol in that subarea is sleeping.

III. THE MODEL

This section describes the model which has been developed to simulate the systems described in Section II. The simulation program is written in FORTRAN IV. It is not the intent of this section to describe the entire program step-by-step; but rather to describe the mechanics of the program in sufficient detail to allow any user with a basic knowledge of NGFS and computer simulation techniques to understand what is being simulated and to be able to use the model according to his own input parameters, or to adapt certain sections of the program, if desired. A generalized flow chart of the program is contained in Appendix A and the complete program listing is contained in Appendix B. Numerous comment cards have been included in the program listing to facilitate understanding.

A. PRELIMINARY DISCUSSION

1. Variable Names

Mnemonic variable names are used throughout the program to facilitate association between the names and the quantities which they represent.

2. Measures

All times in the program are measured in whole minutes and distances are measured to the nearest whole yard, unless otherwise indicated. In view of these measures, all variables beginning with A through W are declared to be 4-byte integers. Whenever a calculation of an integer-valued

time quantity is performed, 0.5 is added to the result, resulting in a truncated integer accurate within ± 0.5 minutes.

3. Input Data-General

Almost all numerical quantities used in program calculations are read in at the beginning of the program from a data deck prepared by the user. The definition and use of each input variable is discussed as it appears in the model description which follows. A detailed guide to assembling the data deck is included in Section III.J.

4. Random Numbers

There are 14 points in the program at which random numbers are used for Monte Carlo-type comparisons or calculations. Random number streams at each point are independent of all other points in the program. The random number generator is initialized by specifying any 14 odd five-digit numbers as input variables IR1 through IR14. KR is set equal to 65539 at the beginning of the program. Random numbers are then produced by the following calculation at each point a random number is required (IR1 is used for example):

$$IR1 = IR1 * KR$$

$$XRN = 0.5 + \text{FLOAT}(IR1) * 2.328306E-10$$

XRN will be a floating point random number uniformly distributed between 0.0 and 1.0 [Reference 3].

5. Ship Identification

Throughout the program ships are referred to by their type (T) and ship number (S). The four types of ship and corresponding values of T are:

- 1 = 8"/55 ship (cruiser)
- 2 = 6"/47 ship (cruiser)
- 3 = 5"/54 ship (destroyer)
- 4 = 5"/38 ship (destroyer).

A maximum number of 9 ships of each type are provided for, or a maximum of 36 ships. The number of each type of ship "present in the problem" is specified by the input variables NR855, NR647, NR554, and NR538. "Present in the problem" refers to the number of ships present at the start of the problem. The names of quantities which are related to a particular ship are subscripted by the ship number and type in that order, i.e., UTIL (5,2) is the cumulative total minutes that 6"/47 ship #5 has been utilized for NGFS.

6. Uniform Distributions

There are several points in the program where observations of a random variable from a uniform distribution are made. In each case, the observations are generated by use of the following formula:

$$RV = MIN + XRN * (MAX - MIN)$$

where RV is the random variable being observed, XRN is a random number between 0.0 and 1.0, and MIN and MAX are the parameters of the uniform distribution.

7. Number of Iterations

The user specifies the number of iterations of the problem which he desires to use to obtain averaged results.

This number is specified as the input variable NRIT. In several trial runs of the program, NRIT = 10 was shown to be sufficient for obtaining reliable results with a relatively narrow 95% confidence interval. However, increasing NRIT will reduce the width of the confidence interval even further.

8. Specification of Card Reader and Printer Logical Unit Numbers

All READ and WRITE statements in the program use the values of the variables R and W as the card reader and printer logical unit numbers, respectively. As written, the program specifies R = 5 and W = 6 at the beginning by the statement DATA R,W/5,6/. If the card reader and printer logical unit numbers at a computer facility on which the program is to be run are not 5 and 6, respectively, then the above DATA statement must be replaced by one which specifies the appropriate logical unit numbers.

B. PROBLEM AREA

The first step in developing data for the model is to define the problem area in terms of a coordinate system which can be specified to the computer.

1. Objective Area (OA)

The OA is the overall area ashore in which SIAF patrols are conducted. The OA is divided into NRAREA patrol subareas, where NRAREA is an input variable specifying the number of subareas. NRAREA must be between 2 and 50. These subareas must be rectangular and the boundaries of each subarea must be parallel or perpendicular to the boundaries of

all other subareas, and the northern and southern boundaries of each subarea must be parallel to the gunline. For purposes of uniformity it is considered that all subarea boundaries run north to south and east to west. The western edge of the westernmost subarea is considered to be the y-axis of an x-y coordinate system (see Section III.B.3 for exception). The distance of the eastern and western edges of each subarea from the y-axis are the input variables EAST(NR) and WEST(NR), where NR is the subarea number. Subareas may be numbered in any way desired by the user.

2. Gunline

The gunline is a fictitious straight line in the ocean, parallel to a straight line oriented east-west which approximates the shore line. See Section II.A.3.c for a definition of the gunline. The gunline is considered to be the x-axis of the x-y coordinate system. The distance of the northern and southern boundaries of each subarea from the gunline are the y-coordinates of the subarea, specified by the input variables NORTH(NR) and SOUTH(NR). The y-coordinate of the northern edge of the northernmost subarea must be greater than the maximum range of the longest gun present.

3. Waiting Pattern

The area in which ships operate while not assigned to a mission is defined by the user by appropriate specification of values of the following input variables:

WTDIS - Perpendicular distance of the northern edge of the waiting pattern from the gunline

NSWAIT - The north-south length across the waiting pattern

WTNW and WTNE - The perpendicular distance of the western and eastern edges, respectively, of the waiting pattern from the y-axis. (NOTE: If the western edge of the waiting pattern is west of the western edge of the OA, then the western edge of the waiting pattern should be used as the y-axis (WTNW = 0)).

4. Justification of Problem Area Definition

It is realized that the scheme of problem area definition described above does not exactly conform to most real-life situations. For example, area boundaries would often conform to rivers or treelines and not necessarily be straight lines. However, straight line approximations such as used in this model should not significantly effect the queueing results if input variables are properly specified.

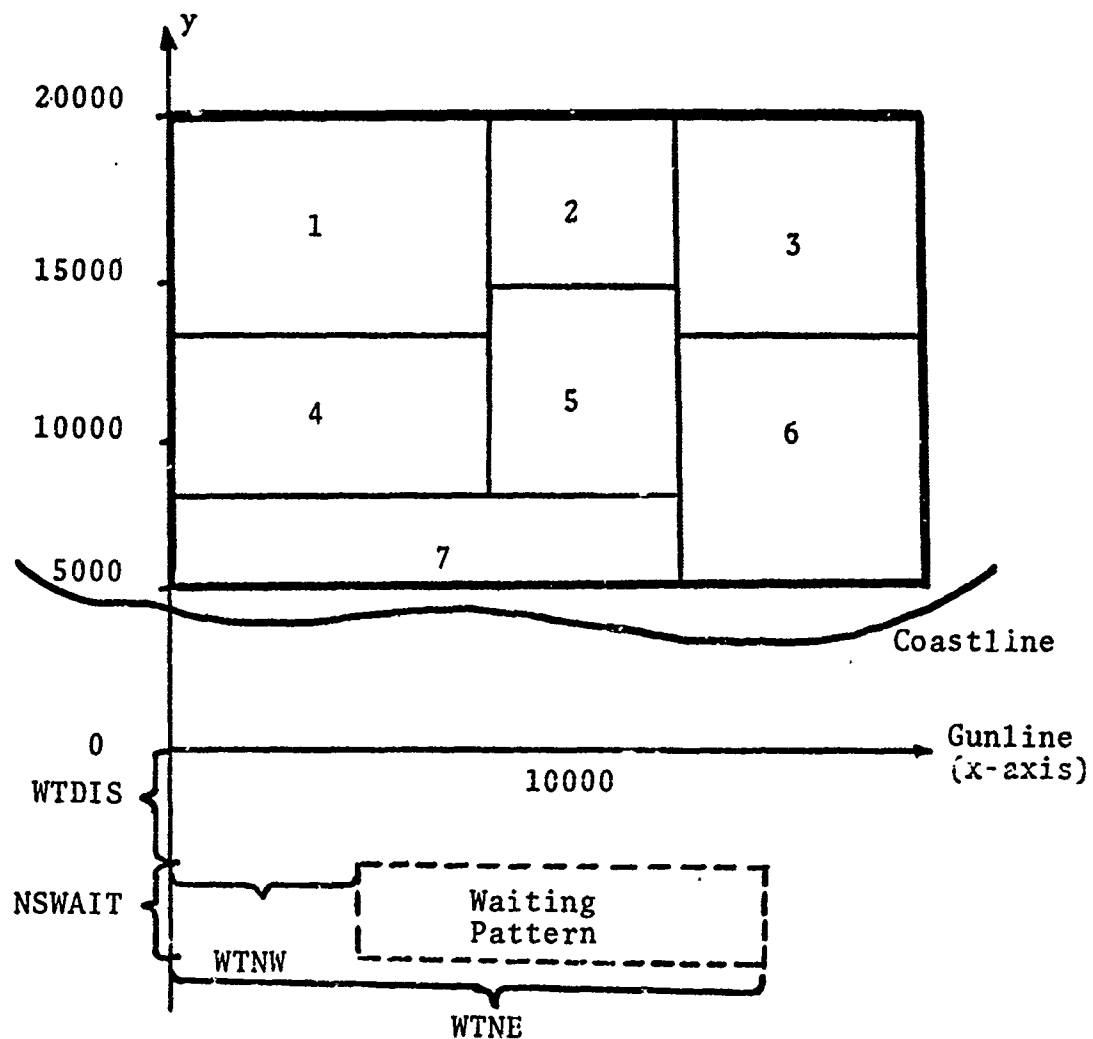
Figure 1 illustrates a typical problem area defined in the coordinate system described in this section.

C. EVENT CHAIN AND MISSION SCHEDULE

The two principle mechanisms by which data is kept track of and program control is exercised are the "Event Chain" and the "Mission Schedule".

1. Event Chain

The simulation uses the "next-event" method of time advance. At the beginning of the problem the statements $K = 1$ and $CLOCK = EVENT(K)$ sets the problem timer to the time



Example of Area Coordinates:

NORTH(1) = 20000
 SOUTH(1) = 13000
 WEST(1) = 0
 EAST(1) = 8000



 True North
  Problem North

Figure 1. Typical Problem Area Map.

of the first event. This event is then directed through its appropriate path of logic. When it has been completely processed the value of K is increased by 1 and the time is advanced to the time of the next event. This process is continued until an event with a time of 9999999 is the next event and the problem is terminated. Such an event is created when the generated time of the next call for fire in a subarea is greater than the time of extraction of the patrol from that subarea.

a. Event Types

There are four types of events considered in the program. These are indicated by the value of the variable EVTYP(K) as follows:

- 1: A call for fire from a SIAF patrol
- 2: A NGFS mission completion
- 3: A scheduled refueling of a NGFS ship
- 4: A completion of refueling, rearming, or combined refueling/rearming of an NGFS ship.

b. Event Parameters

The Event Chain actually consists of four parameters associated with each event. These are stored in vector arrays with variable names as follows:

EVENT(K): Time of Kth event (minutes from zero problem time)

EVTYP(K): Type of Kth event (values IAW Section III.C.1.a)

EVTMSN(K): If EVTYP(K) = 1 or 2, then EVTMSN(K) is the mission number of the Kth event. Mission numbers are

assigned in chronological order (see next subsection). If $EVTYP(K) = 3$ or 4 , then $EVTMSN(K) = 0$.

REPSHP(K): If $EVTYP(K) = 1$ or 2 , then REPSHP(K) = 0. If $EVTYP(K) = 3$ or 4 , then REPSHP(K) is a two digit number representing the number and type of the refueling and/or rearming ship, i.e., REPSHP(K) = 23 means 5"/54 ship #2 is either scheduled to refuel or has completed refueling and/or rearming.

c. Subroutine VENTCH

Each time a new event is generated in the program subroutine VENTCH is called. The arguments of VENTCH are the four parameters discussed above. S/R VENTCH inserts the new event into its proper chronological order on the event chain, and increases the event number of all succeeding events by 1.

2. Mission Schedule

The mission schedule represents a chronological listing of all NGFS missions which have been generated during the problem.

a. Mission Generation

A call for fire represents a mission arrival. In view of assumption 5 in Section II.E., mission interarrival times are represented by the time interval between the time the last mission in a particular subarea was completed and the time of the next mission arrival in that subarea. Mission interarrival times in each subarea are assumed to be exponentially distributed with a rate which is indirectly

specified by the user in the following manner: For each subarea, the minimum and maximum expected patrol duration (number of days from insertion time to the nearest tenth) are specified by the user as the input variables XSHORT(NR) and XLONG(NR). The program calculates expected patrol duration as

$$XDURAT(NR) = (XSHORT(NR) + XLONG(NR))/2.$$

For each subarea, the user also specifies the expected number of calls for firing during a patrol (i.e., during the time XDURAT(NR)), as the input variable XCFF(NR). Then the program calculates the call-for-fire rate for each subarea as

$$XCALRT(NR) = XCFF(NR)/(XDURAT(NR) * 1440)$$

where the factor 1440 converts days to minutes. The arrival rate then has units of calls/minute.

Exponentially distributed interarrival times are generated as follows [Reference 4]:

The cumulative distribution function for the exponential distribution is

$$F(x) = 1 - e^{-\lambda x}$$

where x is an interarrival time and λ is the arrival rate. Since $F(x)$ is a continuous probability between 0.0 and 1.0 it can be replaced by a random number between 0.0 and 1.0, say r . Then

$$r = 1 - e^{-\lambda x} \Rightarrow x = -(1/\lambda) \ln(1-r)$$

or equivalently

$$x = -(1/\lambda)\ln(r).$$

Thus, $-\text{ALOG}(\text{XRN})/\text{XCALRT}(\text{NR})$ is an exponentially distributed interarrival time of a call for fire in subarea NR. There are two points in the program at which calls for fire are generated.

(1) First Mission. At the start of the problem, the time of the first mission to be called for in each subarea is calculated as

$$\text{FIRST}(\text{NR}) = \text{INSERT}(\text{NR}) - \text{ALOG}(\text{XRN})/\text{XCALRT}(\text{NR}) + 0.5$$

where $\text{INSERT}(\text{NR})$ is the time of patrol insertion into subarea NR in minutes from zero problem time. $\text{INSERT}(\text{NR})$ is an input variable specified by the user. Zero problem time is defined as the number of minutes after midnight on the first day of the problem that the first patrol is landed in its assigned subarea. It is specified by the input variable HHOUR. The value of HHOUR is used in the program only to convert times of calls for fire and mission completion to date-time-groups in the Mission History printout.

These first missions are then placed on the mission schedule by setting $\text{MSNSKD}(\text{I}) = \text{FIRST}(\text{I})$ and arranging the elements of MSNSKD in chronological order by a "ripplesort" technique. The first missions are then placed on the Event Chain with parameters $\text{EVENT}(\text{K}) = \text{MSNSKD}(\text{I})$, $\text{EVTYP}(\text{K}) = 1$, $\text{EVTMSN}(\text{K}) = \text{I}$, and $\text{REPSHP}(\text{K}) = 0$.

(2) Next Missions. Each time a mission is completed, the time of the next call for fire in that subarea is calculated as

$$\text{NEXT} = \text{CLOCK} - \text{ALOG}(\text{XRN}) / \text{XCALRT}(\text{AREA}(\text{E})) + 0.5$$

where CLOCK is the present value of the problem time and AREA(E) is the subarea in which the mission was just completed. This mission is then placed on the mission schedule by a routine which is similar to VENTCH but which is not a separate subroutine since it is only used at this one point in the program. Next missions are also placed on the Event Chain with appropriate parameters.

b. Mission Parameters

As with the Event Chain, the Mission Schedule actually consists of 19 parameters which are assigned to each mission. When a mission is first generated it is only assigned 2 parameters, MSNSKD(I) and AREA(I). The other 17 parameters are assigned at various points in the program after CLOCK time has reached the time of the call for fire for the Ith mission. A discussion of each of the vector arrays in which these 19 parameters are contained and the way in which each is assigned follows:

(1) MSNSKD(I): Time of call for fire for the Ith mission (minutes from zero problem time)

(2) AREA(I): Number of the subarea in which the Ith mission occurs

(3) RANGE(I): Range from the firing position to the target of the Ith mission (the target's y-coordinate)

(4) EWTAR(I): East-west coordinate of the target of the Ith mission (the target's x-coordinate)

Although target densities vary in different subareas, targets are considered to be uniformly distributed within each subarea. Therefore the target coordinates are calculated as uniformly distributed random variables between SOUTH(A) and NORTH(A) for RANGE(I), and WEST(A) and EAST(A) for EWTAR(I), where $A = \text{AREA}(I)$.

(5) TYPE(I): Type of target of the Ith mission

There are four target types considered in the problem. These are:

- 1: Many personnel (20 or more) or personnel widely dispersed.
- 2: Few personnel not widely dispersed.
- 3: Heavy material objects (large bunkers, tanks, heavy artillery, etc.).
- 4: Light material objects (small bunkers, jeeps, etc.).

The probability of each type of target (i.e., the estimated percentage of all targets in the subarea which are of each type) for each subarea is specified by the user by the input variables XPROB1(NR), XPROB2(NR), XPROB3(NR), and XPROB4(NR). The sum of these four variables must equal 1.0 for each subarea. When a call for fire occurs, a random number is generated and compared with the cumulative target type probability distribution for the area in which the mission occurs to determine the target type.

(6) MISTYP(I): Mission type of the Ith mission. This type refers to the types of ships which may be assigned to fire the mission, as will be discussed in Section III.D.

(7) TYPHP(I): Type of ship assigned to fire the Ith mission.

(8) SHIPNR(I): Number of the ship assigned to fire the Ith mission.

The ways in which parameters (7) and (8) are assigned are indicated in Sections III.E. and III.F.

(9) TRAVEL(I): The time interval between the time a ship is assigned to fire the Ith mission and the time the ship arrives at the firing position.

(10) SETUP(I): The time interval between the time the assigned ship arrives at the firing position and the time the first round is fired.

(11) FIRE(I): The time interval between the time the first round is fired and the time the last round is fired.

(12) SERVIC(I): Total service time of the Ith mission. $SERVIC(I) = TRAVEL(I) + SETUP(I) + FIRE(I)$.

(13) AMMEXP(I): Number of rounds of ammunition expended in firing the Ith mission.

Parameters (9) through (13) are all computed by subroutine SERVIC, which will be discussed in Section III.G.

(14) FSTSHT(I): The time between the call for fire and the time the first round was fired for a mission which required no queue time. $FSTSHT(I) = TRAVEL(I) + SETUP(I)$.

(15) FSTSHO(I): Same as FSTSHT(I) for a mission which required queue time. $FSTSHO(I) = QTIME(I) + TRAVEL(I) + SETUP(I)$.

(16) JOINQ(I): The time the Ith mission joined the queue. $JOINQ(I) = 0$ if the Ith mission required no queue time.

(17) LEAVEQ(I): Time the Ith mission left the queue. $LEAVEQ(I) = 0$ if the Ith mission required no queue time.

(18) QTIME(I): Amount of time the Ith mission was required to wait for assignment of a ship to fire the mission (queue time). $QTIME(I) = LEAVEQ(I) - JOINQ(I)$.

(19) MSNCMP(I): The time at which the Ith mission was completed. $MSNCMP(I) = MSNSKD(I) + QTIME(I) + SERVC(I)$.

D. SHIP ASSIGNMENT DOCTRINE

1. Types of Ship Assignment Doctrines

There are two types of ship assignment doctrine available to the user. These refer to the decision process which the STDF commander uses to determine which types of ships from among those "present in the problem" are appropriate to fire a particular mission. The type of ship assignment doctrine is specified by the input variable ASNDOC, which has values defined as follows:

1: "Any ship with guns of adequate range may fire."

The target range is the only consideration in determining which types of ships are appropriate to assign to fire the mission.

2: "Best effect on target." Both target range and target type are considered in determining which types of ships are appropriate to assign to fire the mission.

When ASNDOC = 2 is used, the following rules govern the determination of appropriate ships:

1. Heavy material targets (type 3) may only be fired at by 8"/55 or 6"/47 ships, unless there are no 8"/55 or 6"/47 ships present in the problem or there are no 8"/55 ships present and the target is out of range of a 6"/47 gun. The reason for this rule is that 8"/55 and 6"/47 shells have a considerably higher explosive power than 5"/54 or 5"/38 shells.

2. Personnel targets (types 1 or 2) may only be fired at by 5"/54 or 5"/38 ships and a 5"/54 ship is preferable due to its rapid rate of fire, unless there are no 5"/54 or 5"/38 ships present, or the target is out of range of a 5"/54 gun, or there are no 5"/54 ships present and the target is out of range of a 5"/38 gun.

2. Mission Types

Regardless of which assignment doctrine is used, each mission is assigned a mission type number (MISTYP(I)). This number indicates what types of ships, from among those present in the problem, are appropriate (eligible) to fire the mission. There are 8 possible values of the variable MISTYP(I), as follows:

<u>MISTYP(I)</u>	<u>Type Ships Eligible to Fire</u>
1	8"/55
2	8"/55, 6"/47
3	5"/54
4	5"/54, 5"/38
5	Any
6	8"/55, 6"/47, 5"/54
7	8"/55, 5"/54
8	None

3. Maximum Gun Ranges

The maximum range of each type gun in the problem is specified by the user as the input variables MAX855, MAX647, MAX554, and MAX538. The maximum range of the longest type of gun present is also specified by the input variable MAXNGF. Due to the construction of the model there are two requirements on these quantities:

1. $\text{MAX855} \leq \text{MAX554} \leq \text{MAX647} \leq \text{MAX538}$, unless no ships of a particular type are present (i.e., if $\text{NR554} = 0$, then $\text{MAX554} = 0$).

2. $\text{MAXNGF} \leq \text{MAX} \{ \text{NORTH}(\text{NR}) \}$
NR

In view of the first requirement, the only type of missions which will occur if $\text{ASND0C} = 1$ are 1,5,6, and 7. Any of the types 1 through 7 may occur if $\text{ASND0C} = 2$. A type 8 mission will never occur if the second requirement is satisfied. If a type 8 mission does occur, the message "A TYPE 8 MISSION HAS OCCURRED IN AREA ____" will be printed out and the program will terminate.

4. Warning Concerning Use of Ship Assignment Doctrine 2

Assignment doctrine 2 has one definite shortcoming. It only considers which types of ships are present in the problem, not which types are available to fire at the time the mission is called for. Thus, a situation could occur in which the only types of ships appropriate to fire a mission are off-station for rearming or refueling at the time the mission is called for. Then the mission would be required to wait until one of these ships returns before it is fired although other ships with guns of adequate range might be available probably, resulting in an unacceptably large amount of queue time.

E. SHIP AVAILABILITY

After a mission has been assigned a mission type in accordance with the rules of the specified assignment doctrine, subroutine AVAIL is called once for each type of ship which is eligible to fire the mission and present in the problem. The arguments of AVAIL are the number of ships present of the type being considered, and the type of ship being considered.

1. Ship Status

The status of each ship in the problem is maintained by the variable STATUS(S,T), where S is the ship number and T is the ship type. There are four possible values of STATUS(S,T), as follows:

- 1: Ship available for assignment.
- 2: Ship presently assigned to a mission.

3: Ship presently refueling, or in a "refuel after mission" status, or engaged in a combined refueling/rearming.

4: Ship presently rearming.

2. Vector of Available Ships

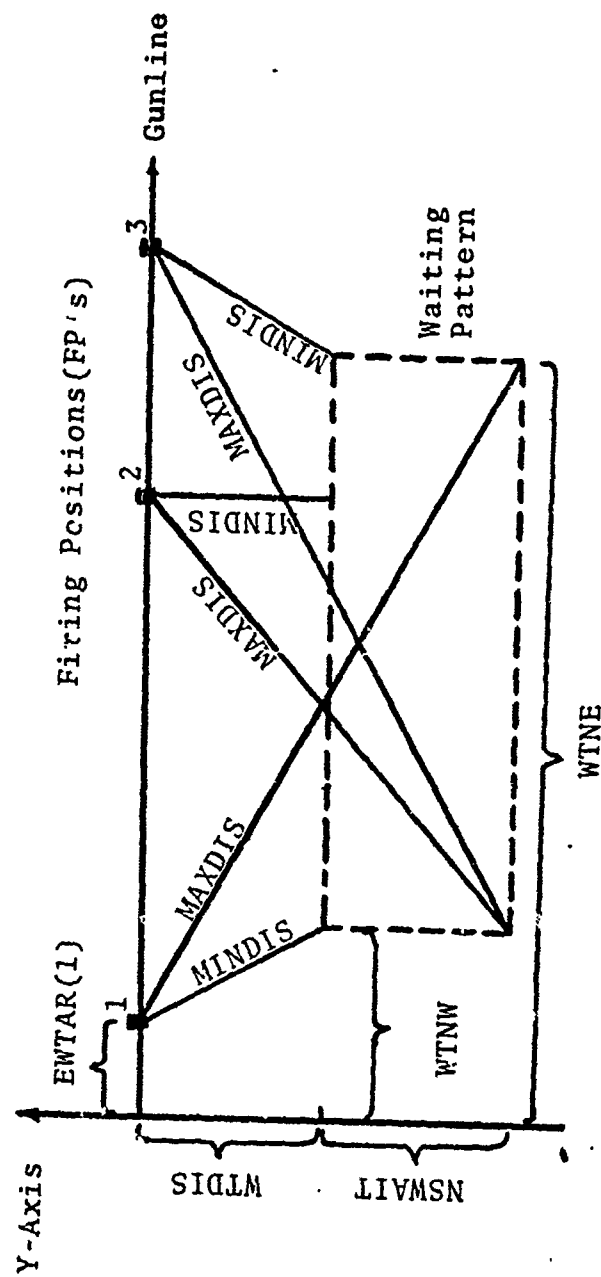
The series of calls on AVAIL for each mission results in a vector (VAIL) of ships of types appropriate for the mission for which STATUS(S,T) = 1. The values in this vector are two-digit numbers with the ship number as the first digit and ship type as the second digit. For example, VAIL(1) = 23 means that the first ship checked which was available was 5"/54 ship #2. S/R AVAIL also keeps a tally of the number of ships which are available to fire the mission. This tally is the value of the variable KOUNT.

3. Assignment of Closest Ship

After the vector of available ships is obtained by calling AVAIL, control is returned to the main program. If KOUNT = 0, the mission joins the queue. If KOUNT > 0, then the distance of each ship in the vector VAIL from the firing position is determined in the following manner:

Each available ship is considered to be at some random point in the waiting pattern. For each ship, its distance from the firing position is calculated as a uniformly distributed random variable between the minimum possible distance (MINDIS) and the maximum possible distance (MAXDIS). The method of calculation of MINDIS and MAXDIS is indicated in Figure 2.

The closest ship is then assigned to fire the mission. This is done by the following calculations:



To FP 1: $MINDIS = \sqrt{WTDIS^2 + (WTNW - EWTAR(1))^2}$

To FP 2: $MINDIS = WTDIS$

To FP 3: $MINDIS = \sqrt{WTDIS^2 + (EWTAR(3) - WTNE)^2}$

To all 3 FP's.

$MAXDIS = \sqrt{(WTDIS + NSWAIT)^2 + [MAX(WTNE - EWTAR(1), EWTAR(1) - WTNE)]^2}$

Figure 2. Method of Calculation of MINDIS and MAXDIS.

$TYPSP(I) = MOD(VAIL(JD), 10)$

$HULLNR(I) = VAIL(JD)/10$

where JD is the position in the vector VAIL of the closest ship.

F. THE QUEUE

The queue in the model consists of those missions for which the time of call of fire is less than the current problem time ($MSNSKD(I) < CLOCK$) but to which a ship has not yet been assigned. Thus, missions in the queue are referred to as "awaiting assignment".

1. Joining the Queue

A mission joins the queue when no ship appropriate for the mission type is available at the time the mission is called for ($KOUNT = 0$). Mission numbers of missions awaiting assignment are maintained in the vector Q. The current number of missions awaiting assignment is maintained by the variable INQ. In view of the assumption stated in paragraph II. D.5, the maximum possible number of missions in the queue is equal to the number of patrol subareas.

2. Leaving the Queue

A mission leaves the queue when an appropriate type ship becomes available by having completed another mission or having completed refueling and/or rearming, and there are no other missions ahead of it in the queue which are waiting for the same type of ship. Each time a ship becomes available and $INQ > 0$, each mission in the queue, beginning with

Q(1) is checked to see if the available ship is appropriate to that mission. As soon as one is located, that mission is removed from the queue and all other missions following it are moved up one number in the queue.

3. Queue Discipline

There are two types of queue discipline available to the user. The type desired is specified by the input variable QDISC, which may have the following values:

1: First-come first served.

2: Personnel missions have priority.

The use of QDISC = 2 places type 1 and 2 missions ahead of type 3 and 4 missions in the queue. There is no priority relationship between type 1 and 2 missions. Note that QDISC = 2 should not be used when ASNDOC = 2, or vice-versa, since ASNDOC = 2 only allows 5"/38 ships to fire personnel missions. There is no provision in the program for missions which are already in progress (i.e., a ship has been assigned) to be preempted by any other mission. Thus, once a ship is assigned to fire a mission, it is not available for any other mission until that mission is completed.

G. SERVICE TIME

Each time a ship is assigned to fire a mission, subroutine SERVIC is called to calculate the service time for that mission. The arguments of SERVIC are type of ship assigned, target type, target range, mission number, and distance of assigned ship from the firing position. S/R SERVIC calculates the total service time of the mission and amount of ammunition expended during the mission.

1. Total Service Time (SERVC(I))

There are three components of total service time:

a. Travel Time (TRAVEL(I))

Travel time is the time required for the ship to reach the firing position after it has been assigned. It is calculated in one of three ways.

(1) Ship Coming from the Waiting Pattern. If the assigned ship was assigned by virtue of having been the closest available ship of appropriate type at the time the mission was called for, then its travel distance is the distance calculated by the method described in Section III.E.3.

(2) Ship Having Just Completed Another Mission. In this case the travel distance is the distance along the gunline between the two firing positions. This distance is

$$RUN = IABS (EWTAR(E) - EWTAR(P))$$

where E is the number of the mission just completed and P is the number of the new mission to which the ship has been assigned.

(3) Ship Having Just Completed Refueling and/or Rearming. A ship is considered to have completed refueling and/or rearming when it returns to a position midway between the northern and southern edges of the waiting pattern and due south of the firing position. Then travel distance is

$$RUN = WTDIS + NSWAIT/2.$$

Regardless of which of the above methods is used to calculate travel distance, S/R SERVIC calculates travel time as

$$\text{TRAVEL}(I) = \text{DIS}/(\text{SPEED} * 33.33)$$

where DIS is the appropriate travel distance, SPEED is an input variable which specifies the speed (in knots) at which ships proceed to the firing position, and 33.33 is a factor which converts knots (nautical miles/hour) to yards/minute.

b. Setup Time (SETUP(I))

This is the time required for a ship to fix its navigational position and ready its guns after it has reached the firing position. S/R SERVIC calculates setup time as a uniformly distributed random variable between the minimum expected setup time (MINSET) and maximum expected setup time (MAXSET), where MINSET and MAXSET are input variables specified by the user.

c. Firing Time (FIRE(I))

Actual firing time is the time interval between the time the first round is fired and the time the last round is fired. For each mission this is considered to be an exponentially distributed random variable with a mean which is a function of the type of ship firing, the target type, and the target range.

(1) Mean Firing Time Due to Target Range. The portion of the mean firing time which is due to the target range is considered to be a linear function of the target range. This portion is calculated as $\text{RANGE}(I)/\text{DENOM}(J,K)$, where J is the type ship and K is the target type. The values of DENOM(J,K) are specified by the user for each possible combination of ship type vs. target type. Thus, DENOM is a 4 x 4 matrix.

(2) Mean Firing Time Due to Target Type. This quantity is specified by the user as FIRTIM(J,K) where J is the ship type and K is the target type. Thus, FIRTIM is also a 4 x 4 matrix.

The mean of the exponentially distributed firing time for each mission is calculated as

$$\text{MU} = \text{RANGE(I)}/\text{DENOM(J,K)} + \text{FIRTIM(J,K)}.$$

Therefore, the firing time for each mission is calculated as

$$\text{FIRE(I)} = -\text{MU} * \text{ALOG(XRN)}.$$

After travel, setup, and firing time have been calculated, total service time is calculated as

$$\text{SERVC(I)} = \text{TRAVEL(I)} + \text{SETUP(I)} + \text{FIRE(I)}.$$

2. Ammunition Expenditure (AMMEXP(I))

S/R SERVIC also calculates the amount of ammunition expended during each mission. The user specifies the minimum (MINAMM(J,K)) and maximum (MAXAMM(J,K)) expected rounds of ammunition expended per minute by ship type J firing against target type K. These values should take into account the average rounds per minute over an entire mission, i.e., the slow rate of fire at the beginning of the mission and the rapid rate of fire after the fire has been spotted onto the target should be averaged. Therefore, MAXAMM(J,K) should normally not be the maximum attainable rate of fire by a type J ship.

The number of rounds of ammunition expended per minute for each mission is calculated as a uniformly distributed random variable between MINAMM(J,K) and MAXAMM(J,K). Therefore

the number of rounds of ammunition expended during the Ith mission is calculated as

$$\text{AMMEXP}(I) = (\text{MINAMM}(J,K) + \text{XRN} * (\text{MAXAMM}(J,K) - \text{MINAMM}(J,K))) * \text{FIRE}(I)$$

where J is the type of ship and K is the type of target.

H. REFUELING AND REARMING

The user has two options available for taking refueling and rearming of ships into account in the problem. The option desired is specified by the input variable REPPOL (Replenishment Policy), which has values defined as follows:

1: Ships do not refuel or rearm.

2: Ships refuel according to a predetermined schedule and rearm when their on-board ammunition level reaches a specified minimum level.

The case in which ships do not rearm or refuel would arise when enough ships are available to replace ships which are required to depart for refueling and/or rearming, thus the departure of the affected ship would not effect the queueing results.

If REPPOL = 2, refueling and rearming is handled in the following ways in the program:

1. Refueling

a. Methods of Establishing a Refueling Schedule

The user establishes a refueling schedule for all ships for the entire duration of the problem. There are two options available for establishing this schedule. The desired option is specified by the input variable REFSKD, which has values defined as follows:

1: The user specifies the exact time of each scheduled refueling for each ship. For each type of ship, a data card is prepared which contains the floating point time (in days from zero problem time to 2 decimal places) that each ship of that type is to depart station for its first scheduled refueling. Similar cards are prepared for the 2nd, 3rd, and up to the 9th scheduled refuelings for ships of each type. These refueling times are the values of the variable XFULSK(I,J,K), where I is the ship number, J is the ship type, and K is the number of the refueling. The total number of rounds of refueling is specified by the input variable FINFUL (must be ≤ 9). Thus, there must be 4 x FINFUL cards in the refueling schedule data deck. The program converts these scheduled refueling times to minutes from zero problem time and places them on the Event Chain in the proper chronological order.

2: The refueling schedule scheme discussed above is replaced by a simpler (although less flexible) scheme. The entire schedule is specified on one data card. The first five quantities on the card are the floating point times (in days from zero problem time to 2 decimal places) that the first cruiser is to depart for its 1st thru 5th scheduled refueling. These are specified by the input variables XCRFST(I), I = 1 thru 5. The next 5 quantities are the times the first destroyer is to depart for its 1st through 5th scheduled refuelings. These are specified by the input variables XDDFST(I), I = 1 thru 5. The last two numbers are

the time interval in minutes at which succeeding cruisers and destroyers follow the first for refueling. These are specified by the input variables CRINT and DDINT. The program then calculates a refueling schedule for the entire duration of the problem using these parameters. There are several rules which must be followed in the preparation of the refueling schedule data cards.

a. For ships which are not present in the problem, the appropriate columns on the data cards should be left blank.

b. If REFSKD = 1, for ships which are present in the problem but are not scheduled to refuel FINFUL times, a large number (99.00 for example) must be inserted in the appropriate columns on the data cards.

c. If REFSKD = 2 and less than five rounds of refueling are to be used, a large number (99.00) must be inserted in the appropriate columns on the data card.

d. If REFSKD = 1 and no ships of a particular type are present in the problem, a blank card must be inserted in the data deck in the appropriate place for each round of refuelings.

Examples

REFSKD = 1: The expected duration of the problem is 10.0 days. NR855 = 2, NR647 = 0, NR554 = 1, NR538 = 2. It is desired that the cruisers refuel on the sixth day and the destroyers refuel on the fifth and ninth days. Then typical values of XFULSK(I,J,K) would be

First Card

XFULSK(1,1,1) = 5.50

XFULSK(2,1,1) = 5.75

Third Card

XFULSK(1,3,1) = 4.25

Fourth Card

XFULSK(1,4,1) = 4.50

XFULSK(2,4,1) = 4.75

Fifth Card

XFULSK(1,1,2) = 99.00

XFULSK(2,1,2) = 99.00

Seventh Card

XFULSK(1,3,2) = 8.25

Eighth Card

XFULSK(1,4,2) = 8.50

XFULSK(2,4,2) = 8.75

FINFUL = 2 (2 rounds of refueling). Therefore there would be 8 data cards, of which the 2nd and 6th data cards would be blank since NR647 = 0.

REFSKD = 2: For the same situation described above, the following values on one data card would produce the same schedule as above:

XCRFST(1) = 5.50

XDDFST(1) = 4.25

XCRFST(2) thru XCRFST(5) = 99.00

XDDFST(2) = 8.25

CRINT = 360

XDDFST(3) thru

XDDFST(5) = 99.00

DDINT = 360

b. Latest Fueling Time

The program calculates the time of extraction of each patrol from its subarea as INSEFT(NR) plus a uniformly distributed random variable between XSHORT(NR) and XLONG(NR). The latest of these extraction times is stored as the variable MAXTRC. In computing the fueling schedule according to user input parameters, no refuelings are placed on the Event Chain which have a scheduled time later than MAXREF = MAXTRC - NOMO, where NOMO is an input variable

specified by the user. MAXREF is defined as the latest time that ships will depart for refueling. For example, if it is desired that no ship depart for refueling later than 6 hours before the latest anticipated extraction time, then $NOMO = 360$.

2. Rearming

The user specifies several input variables which are used to determine when each ship requires rearming. These input variables are defined as follows:

INAMM(S,T): The initial ammunition level (rounds on board) of ship number S of type T.

MINAMM(J,K) and MAXAMM(J,K): Defined in Section III.G.2.

MINLEV(T): The minimum ammunition level to which a ship of type T is allowed to fall before it is required to rearm.

Each time a mission is fired, ammunition expenditure for that mission is calculated by S/R SERVICE as discussed in Section III.G.2. This amount is subtracted from the current ammunition level of the ship which fired the mission, as follows:

$$AMMLEV(S,T) = AMMLEV(S,T) - AMMEXP(I).$$

If $AMMLEV(S,T) \leq MINLEV(T)$, the ship is sent to rearm.

3. Rearming and Refueling Completions

a. Refueling

When an event for which $EVTYP(K) = 3$ (scheduled refueling) occurs, the status of the scheduled ship is checked.

If the ship is presently firing a mission ($\text{STATUS}(S,T) = 2$) it is placed in a "refuel after mission" status ($\text{STATUS}(S,T) = 3$). If $\text{STATUS}(S,T) = 1$, the ship is sent to refuel immediately. In either case, the time of completion of fueling is calculated as follows:

The user specifies the minimum and maximum expected lengths of time that it should take for a cruiser and a destroyer to refuel. These are the input variables MINFLC, MAXFLC, MINFLD, and MAXFLD. These times should take into account travel time to and from the rendezvous point as well as time alongside the oiler. For example, if it is planned that ships will rendezvous with the oiler at a point 20 miles from the center of the waiting pattern and will proceed to the rendezvous point at a speed of 20 knots, and that a destroyer should require 30 to 60 minutes alongside the oiler, then MINFLD should be $60+30+60 = 150$, and MAXFLD should be $60+60+60 = 180$.

The time of completion of refueling (COMFUL) is calculated as CLOCK time (the time the ship departed for refueling, either after a mission is completed or at the scheduled refueling time) plus a uniformly distributed random variable between MINFLC and MAXFLC for cruisers, or MINFLD and MAXFLD for destroyers. COMFUL is then placed on the Event Chain.

b. Rearming

Completion of rearming (COMARM) is handled in the same way as COMFUL except that the parameters of the

uniform distribution of rearming time are MINARC, MAXARC, MINARD, and MAXARD, specified by the user with the same considerations as the refueling time parameters. When COMARM is calculated, the rearming ship's ammunition level (AMMLEV(S,T)) is set equal to its initial ammunition level (INAMM(S,T)).

c. Combined Refueling/Rearming

When a ship which is scheduled to refuel is off-station for rearming at the time the scheduled refueling occurs, then a refueling time calculated in the manner described above is added to the previously calculated COMARM. From this time, the input variable COMBO is subtracted. COMBO is defined as the amount of time off-station saved by conducting both refueling and rearming in the same evolution. Thus, it should be approximately equal to the time for a one-way trip from the ammunition ship to the waiting pattern plus the time for a one way trip from the waiting pattern to the oiler, minus the time required to travel from the ammunition ship to the oiler. COMBO must not be greater than MINFLD or MINFLC.

The previously calculated COMARM is removed from the Event Chain and the new time of completion of combined refueling/rearming (COMREP) is placed on the Event Chain.

I. OUTPUT DATA

All output of the program is well-formatted to facilitate reading and interpretation. Each type of output is discussed below.

1. Printout of Input Data

A printout of the user-specified values of most of the input variables is produced at the beginning of the output data. Appendix C contains an example of this printout.

2. Mission History

The Mission History is a chronological list of the 12 most significant parameters assigned to each mission during a particular iteration of the problem. There are three options available to the user concerning the Mission History printout. The desired option is specified by the input variable MISHIS, which has values as follows:

1: No Mission History printout desired.

2: Printout Mission History for the first iteration only.

3: Printout Mission History for each iteration.

The time of call for fire and completion of each mission are converted to date-time groups in the Mission History printout. The first 1 or 2 digits are the problem day and the last four digits are the 24-hour clock time.

Appendix D contains an example of the Mission History printout.

3. Statistical Results for Each Iteration

For each iteration, a printout of the pertinent queueing, ship utilization, refueling, rearming, and ammunition expenditure statistics is available. These are the results for that iteration only, they are not cumulative over all iterations up to that point. The user specifies

whether printout of iteration statistical results is desired by the input variable ITSTAT, which may have the following values:

1: Printout of iteration statistical results is desired.

2: Printout of statistical results for each iteration is not desired.

Appendix E contains an example of the printout of iteration statistical results.

4. Overall Statistical Results

After all NRIT iterations of the problem have been completed, a printout of the pertinent overall statistical results is produced. This printout includes the mean and the standard deviation of the mean for each quantity except for refueling, rearming, and ammunition expenditure data, for which the mean only is printed out.

In computing the mean and the standard deviation of the mean of the quantities in the overall statistical results, the following formulas are used:

$$\bar{x} = \frac{1}{n} \sum_{i=1}^n \bar{x}_i$$
$$\sigma_{\bar{x}} = \sqrt{\frac{1}{n-1} \left[\sum_{i=1}^n \bar{x}_i^2 - \frac{\left(\sum_{i=1}^n \bar{x}_i \right)^2}{n} \right]}$$

where \bar{x}_i is the result of the i th iteration and $n = \text{NRIT}$.

Using the means and standard deviation from the overall statistical results for NRIT iterations, confidence

intervals for the actual value of each output quantity can be calculated using the following formula:

$$\bar{x} - \sigma_{\bar{x}} t_{(1-\alpha)/2}^{(n-1)} \leq \mu \leq \bar{x} + \sigma_{\bar{x}} t_{(1-\alpha)/2}^{(n-1)}$$

where \bar{x} is the observed mean, $\sigma_{\bar{x}}$ is the observed standard deviation of the mean, and $t_{(1-\alpha)/2}^{(n-1)}$ is the value from a table of values of the Student's-t distribution with $n-1$ degrees of freedom at the $(1-\alpha)/2$ level of significance. α is defined as the probability that the actual value of the quantity lies outside of a confidence interval calculated by the above formula. Therefore $(1-\alpha)$ is the degree of confidence with which statements concerning the actual value of the quantity can be made.

Example:

μ = AVERAGE WAITING TIME PER MISSION

10 iterations of a problem yield $\bar{x} = 20.0$ and $\sigma_{\bar{x}} = 1.00$. The user desires to be able to predict with 95% confidence the interval in which the actual value of AVERAGE WAITING TIME PER MISSION lies based on these results of 10 iterations. A table of values of the Student's-t distribution shows $t_{.975}^9 = 2.26$. Therefore, it can be stated with 95% confidence that

$$20.0 - (1.00)(2.26) \leq \mu \leq 20.0 + (1.00)(2.26)$$

or

$$17.74 \leq \text{AVERAGE WAITING TIME PER MISSION} \leq 22.26.$$

Appendix F contains an example of the printout of overall statistical results.

J. INPUT DATA - DATA DECK

This section lists all input variables in the data deck by card and column number(s). For each variable the following information is listed: variable name, subsection of section III in which the variable is described, the FORTRAN variable type, the maximum possible value which can be assigned, and the units of the indicated quantity. All quantities must be right-adjusted within their appropriate columns.

1. First Card: Miscellaneous Problem Definition Variables

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-2	NPAREA	B.1	I2	50	Subareas
3	NR855	A.5	I1	9	Ships
4	NR647	A.5	I1	9	Ships
5	NR554	A.5	I1	9	Ships
6	NR538	A.5	I1	9	Ships
7-11	MAX855	D.3	I5	99999	Yards
12-16	MAX647	D.3	I5	99999	Yards
17-21	MAX554	D.3	I5	99999	Yards
22-26	MAX538	D.3	I5	99999	Yards
27-31	MAXNGF	D.3	I5	99999	Yards
32-38	WTNW	B.3	I7	9999999	Yards
39-45	WTNE	B.3	I7	9999999	Yards
46-51	NSWAIT	B.3	I6	999999	Yards
52-57	WTDIS	B.3	I6	999999	Yards
58-59	SPEED	G.1.a	I2	99	Knots
60-61	MINSET	G.1.b	I2	99	Minutes
62-63	MAXSET	G.1.b	I2	99	Minutes
64-67	HHOUR	C.2.a.(1)	I4	1439	Minutes

2. Second Card: Program Control Indicators

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1	ASNDQC	D.1	I1	2	---
2	QDISC	F.3	I1	2	---
3	REPPOL	H	I1	2	---
4	REFSKD	H.1	I1	2	---
5	FINFUL	H.1	I1	9	Rounds of Refueling
6	MISHIS	I.2	I1	3	---
7	ITSTAT	I.3	I1	2	---
8-10	NRIT	A.7	I3	999	Iterations

3. Next NRAREA Cards: Subarea Information Cards

One card is prepared for each patrol subarea. Cards are placed in the data deck in order of subarea numbers. NR is the subarea number.

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-7	NORTH(NR)	B.2	I7	9999999	Yards
8-14	SOUTH(NR)	B.2	I7	9999999	Yards
15-21	EAST(NR)	B.1	I7	9999999	Yards
22-28	WEST(NR)	B.1	I7	9999999	Yards
29-33	XCFF(NR)	C.2.a	F5.1	999.9	Missions
34-38	XSHORT(NR)	C.2.a	F5.1	999.9	Days
39-43	XLONG(NR)	C.2.a	F5.1	999.9	Days
44-49	INSERT(NR)	C.2.a.(1)	I6	999999	Minutes
50-54	XPROB1(NR)	C.2.b.(5)	F5.2	1.00	Probability
55-59	XPROB2(NR)	C.2.b.(5)	F5.2	1.00	Probability
60-64	XPROB3(NR)	C.2.b.(5)	F5.2	1.00	Probability
65-69	XPROB4(NR)	C.2.b.(5)	F5.2	1.00	Probability

4. Next 2 Cards: Parameters of Mean Firing Time

First Card: Mean Firing Time Due to Target Type

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-2	FIRTIM(1,1)	G.l.c.(2)	I2	99	Minutes
3-4	FIRTIM(2,1)	"	"	"	"
5-6	FIRTIM(3,1)	"	"	"	"
7-8	FIRTIM(4,1)	"	"	"	"
9-10	FIRTIM(1,2)	"	"	"	"
11-12	FIRTIM(2,2)	"	"	"	"
13-14	FIRTIM(3,2)	"	"	"	"
15-16	FIRTIM(4,2)	"	"	"	"
17-18	FIRTIM(1,3)	"	"	"	"
19-20	FIRTIM(2,3)	"	"	"	"
21-22	FIRTIM(3,3)	"	"	"	"
23-24	FIRTIM(4,3)	"	"	"	"
25-26	FIRTIM(1,4)	"	"	"	"
27-28	FIRTIM(2,4)	"	"	"	"
29-30	FIRTIM(3,4)	"	"	"	"
31-32	FIRTIM(4,4)	"	"	"	"

Second Card: Denominator of Range Component

1-5	DENOM(1,1)	G.l.c.(1)	I5	99999	Yards/Minute
6-10	DENOM(2,1)	"	"	"	"
.	.				
.	.				
	(Same order of subscripts as FIRTIM)				
.	.				
.	.				
76-80	DENOM(4,4)	"	"	"	"

(IF REPPOL = 1, skip to section III.J.7)

5. Refueling Data

a. First Card: Miscellaneous

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-4	NOMO	H.1.b	I4	9999	Minutes
5-8	COMBO	H.3.c	I4	9999	Minutes

(IF REFSKD = 2, skip to section III.J.5.c)

b. Next 4 x FINFUL Cards: User-Input Refueling Schedule

First Card

1-7	XFULSK(1,1,1)	H.1	F7.2	9999.99	Days
8-14	XFULSK(2,1,1)	"	"	"	"
.	.				
.	.				
.	.				
57-63	XFULSK(9,1,1)	"	"	"	"

Second Card

1-7	XFULSK(1,2,1)	"	"	"	"
8-14	XFULSK(2,2,1)	"	"	"	"
.	.				
.	.				
.	.				
57-63	XFULSK(9,2,1)	"	"	"	"

Third Card

1-7	XFULSK(1,3,1)	"	"	"	"
8-14	XFULSK(2,3,1)	"	"	"	"
.	.				
.	.				
.	.				
57-63	XFULSK(9,3,1)	"	"	"	"

Fourth Card

1-7	XFULSK(1,4,1)	"	"	"	"
8-14	XFULSK(2,4,1)	"	"	"	"
.	.				
.	.				
.	.				
57-63	XFULSK(9,4,1)	"	"	"	"

Next 4 Cards

Same as first four cards except that third subscript is 2.

Continue in the same manner until there are FINFUL sets of 4 cards each. There must be 4 x FINFUL cards in the user-input refueling schedule section of the data deck.

(Skip to section III.J.5.d)

c. Next Card: Parameters of Computer-Calculated Refueling Schedule

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-6	XCRFST(1)	H.1.a	F6.2	999.99	Days
7-12	XCRFST(2)	"	"	"	"
13-18	XCRFST(3)	"	"	"	"
19-24	XCRFST(4)	"	"	"	"
25-30	XCRFST(5)	"	"	"	"
31-36	XDDFST(1)	"	"	"	"
37-42	XDDFST(2)	"	"	"	"
43-48	XDDFST(3)	"	"	"	"
49-54	XDDFST(4)	"	"	"	"
55-60	XDDFST(5)	"	"	"	"
61-65	CRINT	"	I5	99999	Minutes
66-70	DDINT	"	I5	99999	Minutes

d. Next Card: Minimum and Maximum Refueling Off-Station Times

1-5	MINFLC	H.3.a	I5	99999	Minutes
6-10	MAXFLC	"	"	"	"
11-15	MINFLD	"	"	"	"
16-20	MAXFLD	"	"	"	"

6. Rearming Data

a. First Card: Minimum Allowed Ammunition Levels and Minimum and Maximum Rearming Off-Station Times

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
1-6	MINLEV(1)	H.2	I6	999999	Rounds
7-12	MINLEV(2)	"	"	"	"
13-18	MINLEV(3)	"	"	"	"
19-24	MINLEV(4)	"	"	"	"
25-29	MINARC	H.3.b	I5	99999	Minutes
30-34	MAXARC	"	"	"	"
35-39	MINARD	"	"	"	"
40-44	MAXARD	"	"	"	"

b. Next 4 Cards: Initial Ammunition Levels

First Card

1-7	INAMM(1,1)	H.2	I7	9999999	Rounds
8-14	INAMM(2,1)	"	"	"	"
.
57-63	INAMM(9,1)	"	"	"	"

Second Card

1-7	INAMM(1,2)	"	"	"	"
8-14	INAMM(2,2)	"	"	"	"
.
57-63	INAMM(9,2)	"	"	"	"

Third Card

1-7	INAMM(1,3)	"	"	"	"
8-14	INAMM(2,3)	"	"	"	"
.
57-63	INAMM(9,3)	"	"	"	"

Fourth Card

1-7	INAMM(1,4)	H.2	I7	9999999	Rounds
8-14	INAMM(2,4)	"	"	"	"
.
57-63	INAMM(9,4)	"	"	"	"

7. Next 2 Cards: Ammunition Expenditures Per Minute

<u>Cols</u>	<u>Variable</u>	<u>Reference</u>	<u>Type</u>	<u>Maximum</u>	<u>Units</u>
<u>First Card</u>					
1-4	MINAMM(1,1)	G.2	I4	9999	Rounds/Minute
5-8	MINAMM(2,1)	"	"	"	"
.
	(Same order of subscripts as FIRTIM)				
.
61-64	MINAMM(4,4)	"	"	"	"

Second Card

1-4	MAXAMM(1,1)	"	"	"	"
5-8	MAXAMM(2,1)	"	"	"	"
.
	(Same order of subscripts as FIRTIM)				
.
61-64	MAXAMM(4,4)	"	"	"	"

8. Last Card: Random Number Generator Initializers

This card contains a string of 70 random digits in columns 1-70, with the requirement that every fifth column contains an odd number.

K. COMPUTER STORAGE AND TIME REQUIREMENTS

The program runs on an IBM-360/67 at the W. R. Church Computer Center at the U. S. Naval Postgraduate School. For other systems, the storage and time requirements may differ from those stated below.

1. Computer Storage

The amount of core area required is dependent on the amount of array storage set aside for array variables, which of course depends on the estimated size of the problem to be simulated. The program as presented in Appendix B allows up to 2300 events and 1000 missions to be generated during each iteration of the problem. Thus the 19 parameters associated with each mission all have dimension size 1000 and the 4 parameters associated with each event all have dimension size 2300. With these array sizes, the program requires approximately 195K bytes of execution core area.

2. Computer Central Processing Unit Time

The program requires approximately 1 minute and 25 seconds of CPU time for the compile and link steps. CPU time required in execution is primarily dependent on the number of missions generated and the number of iterations performed. The amount of execution time can be calculated approximately as $1/200$ seconds per mission per iteration. The expected number of missions per iteration is approximately $\sum \text{XCFF}(\text{NR})$.

Therefore, if the expected number of missions per iteration for a problem is 500 and 10 iterations are performed ($\text{NRIT} = 10$), then

$$\text{Execution Time} \approx 500(1/200)(10) = 25 \text{ seconds.}$$

IV. VERIFICATION AND VALIDATION OF THE MODEL

A. VERIFICATION

The fact that logic flow in the program is as intended and that output statistics accurately describe the situation being simulated has been verified in several ways. These are discussed below.

1. Verification of Intermediate Calculations and Data Flow

During the formulation of the program and numerous debugging runs, results of calculations and other pertinent data at various points in the program were printed out to determine their correctness. When the program was considered finally debugged, such checks were performed at all points in the program at which calculations were performed or significant data points referenced. The results of these checks were carefully examined, and all values were determined to be correct.

2. Tracing

Logic flow through all possible branches of the program has been carefully traced and determined to be as intended.

3. Extreme Value Problems

When the program was considered finally debugged, several problems were formulated using extreme foreseeable maximum and minimum values of input parameters. In each case, the program successfully ran to completion with statistical results reflecting the extreme values.

4. Verification of Exponential Distribution

To verify that mission interarrival times are actually produced according to the exponential distribution, a Kolmogorov-Smirnoff test for goodness-of-fit was performed on the interarrival times in a subarea picked at random in a trial run of the program. The subarea picked was subarea 11. The following input data was used for subarea 11 in the trial run:

XCFF(11) = 35.0 missions

XSHORT(11) = 6.5 days

XLONG(11) = 7.5 days

Thus,

XDURAT(11) = 7.0 days

XCALRT(11) = .00347 missions/minute.

The continuous curve in Figure 3 is a plot of the CDF of an exponential distribution with rate = .00347. The step function in Figure 3 is the sample CDF of the 23 mission interarrival times generated for subarea 11 in the trial run.

The Kolmogorov-Smirnoff test [pp. 238-240, Ref. 5] consists of observing the absolute difference between the value of the sample CDF and the value of the hypothesized CDF at all points in the sample. The test statistic is

$$D_n = \max_n \{ | F(x) - F_n(x) | \}$$

where $F(x)$ is the value of the hypothesized CDF at x and $F_n(x)$ is the observed value of the sample CDF at x for a sample of size n .

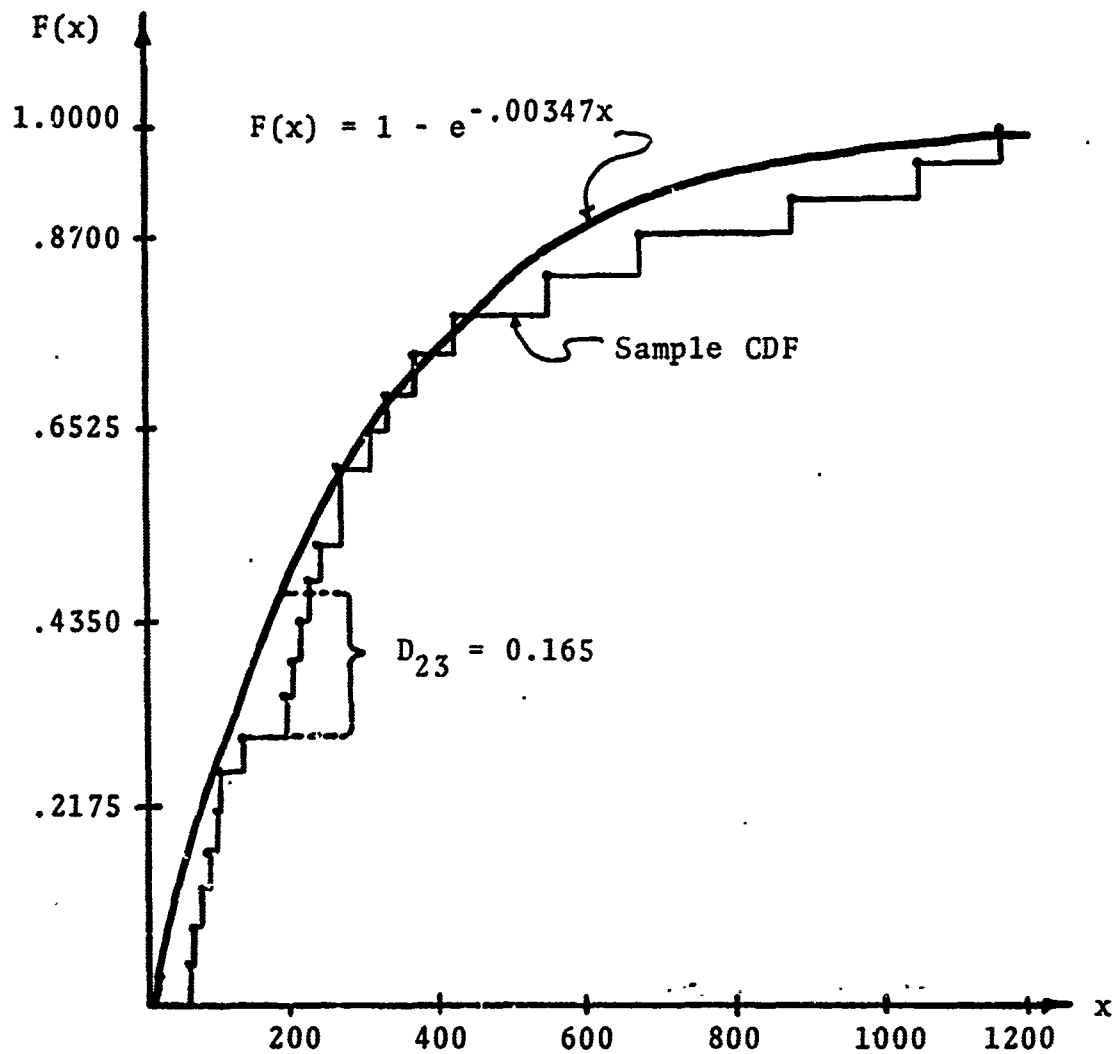


Figure 3. Kolmogorov-Smirnoff Test for Goodness-of-Fit of Mission Interarrival Times to the Exponential Distribution.

Inspection of Figure 3 yields $D_{23} = .165$. Table VI in Reference 5 shows that $D_{23} \leq .276$ is acceptable with 95% confidence. Therefore the sample of interarrival times in subarea 11 successfully passes the Kolmogorov-Smirnoff test for goodness-of-fit for the exponential distribution. From this result, it was assumed that all interarrival times and mission firing times fit an exponential distribution, since the same method of generating exponentially distributed random variables was used in each case.

5. Comparison with GPSS Model

A short program in the General Purpose Simulation System (GPSS) was written to simulate the system described herein in a very basic mode, which was easily adaptable to GPSS. The program described herein was run using input values which placed it in exactly the same mode as the GPSS program. The queueing results of each were then compared and found to be in very close agreement.

6. Verification of Relationships Between Output Statistics

By investigating the mathematical relationships between various output statistics, it was verified that the calculations which produce the output values are properly performed. An example of an investigation of such a relationship is discussed below.

OVERALL SHIP UTILIZATION: If refueling and rearming are not used in the problem, overall ship utilization should equal

$$\frac{\text{Total Missions} \times \text{Average Service Time Per Mission}}{\text{Number of Ships} \times \text{Total Problem Time}}$$

For a trial run of the program in which refueling and rearming were not used, the following results were obtained:

NR855 = NR647 = NR538 = 1

NR554 = 0

TOTAL NUMBER OF MISSIONS FIRED = 385

AVERAGE SERVICE TIME PER MISSION = 43.0 minutes

TOTAL PROBLEM TIME = 8 days, 15 hours, 54 minutes

OVERALL SHIP UTILIZATION = 0.44.

Using these figures in the formula stated above yields:

$$\text{Overall Ship Utilization} = \frac{385 \times 43.0}{3 \times (8 \times 1440 + 15 \times 60 + 54)} = .442.$$

Since overall ship utilization is not calculated using the above formula in the program, but rather by accumulating an overall sum of minutes of utilization for each ship, this result lends further verification to both logic flow and accuracy of all of the above listed output statistics. By methods similar to the above, calculations of other related output statistics were also verified.

7. Sensitivity Testing

As a final method of verification, the sensitivity of the model to changes in input parameters was tested. An example of such tests is discussed below.

WTDIS: A trial run of the program was made using WTDIS = 4000. The output statistics for this problem yielded:

AVERAGE TRAVEL TIME = 16.5 minutes

AVERAGE WAITING TIME (ALL MISSIONS) = 8.3 minutes

PERCENT OF MISSIONS REQUIRED TO WAIT = 26.5%.

The same problem was then run using WTDIS = 8000, all other input values remaining unchanged. It was expected that each of these output statistics would increase by amounts estimated as follows:

a. Average travel time should increase by approximately

$$.70 \left(\frac{4000}{20 \times 33.3} \right) = 4.2 \text{ minutes}$$

since each ship coming from the waiting pattern would have an additional 4000 yards to travel at a speed of 20 knots, and approximately 70% of the missions were fired by ships coming from the waiting pattern.

b. Average waiting time (all missions) and percent of missions required to wait should increase very slightly due to the small increase in average travel time.

The results of the trial run using WTDIS = 8000 were as follows:

AVERAGE TRAVEL TIME = 20.4 minutes

AVERAGE WAITING TIME (ALL MISSIONS) = 8.5 minutes

PERCENT OF MISSIONS REQUIRED TO WAIT = 27.2

These results are very close to those expected, further verifying logic flow and program results.

B. VALIDATION

The simulation cannot be considered validated since it is obviously infeasible to actually physically conduct a problem for experimental purposes within the scope of this thesis, and no experimental data of similar exercises is available. The design of the model is primarily based on personal experience in NGFS both from aboard ship and as a spotter ashore, and the results obtained by the simulation model appear to be valid within the limits of that experience.

V. PARTIAL STDF FEASIBILITY STUDY

With the computer simulation model finalized and fully tested, a partial study of the feasibility of the STDF concept was undertaken. This study focused only upon the queueing aspects of providing NGFS from the STDF to SIAF's ashore.

A. OBJECTIVE OF THE STUDY

The overall objective of the study can be generally stated as follows:

"Determine the optimum number and mix of NGFS ships required to adequately support SIAF's in an insurgent-contested area."

Before proceeding further, the term "adequate" support must be defined. Since the model does not consider results of missions fired, adequate support cannot be defined in terms of results achieved. Rather, the definition must be in terms of the queueing aspects of NGFS.

1. Decision Criteria

Two arbitrary decision criteria were established in order to define "adequate" support. These criteria are based solely on personal experience and cannot be considered authoritative. The decision criteria are:

a. The average waiting time per mission should be less than 10 minutes. Spotting teams ashore become quite anxious and their position becomes increasingly tenuous as

the length of time between their call for fire and notification that a ship is on the way increases. Ten minutes seems like a reasonable upper bound on the length of time that a patrol should have to expect to wait.

b. Overall ship utilization should be at least 50%. Paucity of ships to assign to a particular operation dictates a requirement such as this, and is the basis of the need for a feasibility study of the queueing aspects of NGFS of SIAF's.

2. Objective Function

Having established the two decision criteria to define "adequate" support, the objective of the study becomes:

"Determine the minimum number (and mix) of NGFS ships required to satisfy the decision criteria."

In terms of the variables and the output statistics in the computer model, the objective can be stated as:

Minimize: $NR855 + NR647 + NR554 + NR538$

Subject to: $AVERAGE\ WAITING\ TIME\ (ALL\ MISSIONS) \leq 10.0$

$OVERALL\ SHIP\ UTILIZATION \geq 0.50.$

3. Optimization Technique

The optimization technique used can be described generally as a 3-step procedure. These steps are:

- a. Hypothesize a typical STDF/SIAF situation.
- b. Exercise the simulation model, varying the number of ships of each type which are present.

c. Inspect the results of the simulation exercise to determine the minimum number (and mix) of ships which best satisfies the decision criteria.

B. HYPOTHESIZED SITUATION - SCENARIO

In order to exercise the computer simulation, a scenario was developed which seems to describe a typical situation as envisioned under the STDF/SIAF concept.

1. General Situation

A small country, allied with the U.S., is under imminent threat of insurgent takeover. For the past several months, there have been numerous reports of infiltration into the country and tensions have increased with the country's unfriendly neighbor to the southwest. During the past two weeks there have been terrorist attacks in the small fishing villages located along the banks of a river which divides the country roughly in half. The capitol city is located at the mouth of this river. The government now believes that the infiltrators are an insurgent force from the unfriendly neighboring country, and that the insurgents are building up for an attack on the capitol city in an attempt to unseat the present government. The allied country has requested emergency military assistance from the U.S. to suppress the insurgent force.

2. Enemy Situation

The recent terrorist attacks and other reports indicate that the bulk of the enemy force is dispersed along the banks of the river in small guerilla groups. However,

since there have been no sightings or use of heavy artillery or other significantly large military equipment near the river, it is believed that some of the enemy force is engaged in transporting heavy equipment to strategic locations to the west of the capitol city. The most likely routes for movement of such equipment are through the sparsely populated mountainous regions in the southwest and northwest parts of the country. There are estimated to be between 7500 and 10000 insurgents within the country at the present time.

3. Friendly Situation

The U.S. has agreed to send elements of the STDF to assist in suppressing the insurgent force. However, the U.S. has made it clear that this military assistance is on an emergency basis only, and will be provided for a period of seven days only. The STDF commander has received specific orders to place only a minimum number of men ashore, and that patrols placed ashore are not to actually engage in combat except in self-defense.

a. NGFS/SIAF Detachment

The STDF commander detached the following ships from the STDF to provide the emergency assistance requested:

1 LHA (with one Marine Expeditionary Unit embarked)

1 AOE

X Cruisers and Destroyers

b. Area of Operations

(1) Objective Area. The objective area is defined as the area surrounding the capitol city, 10 miles north

and south of the river, and including up to the peaks of the mountain ranges in the northwest and southwest. The objective area is approximately 20 miles wide and 10 miles deep (inland from the coast).

(2) Patrol Subareas. Based on expected densities of enemy targets and terrain features, the objective area has been divided into 34 SIAF patrol subareas. Patrols will be inserted into these subareas by helicopter beginning at 0500 (H-hour) on the first day. Order and time of patrol insertion will be randomly picked. All patrols will have been inserted no later than 2100 on the first day.

(3) Waiting Pattern. When not assigned to fire a mission, ships will operate within a 10 mile wide area 4-6 miles offshore and centered on the center of the objective area since the heaviest target densities are expected to be near the center of the objective area.

c. Firing Doctrine

In this situation, the U.S. is very much concerned that its troops ashore not engage in combat unless absolutely necessary. Thus it is desired that all calls for fire from SIAF patrols be answered as rapidly as possible by any ship available, and that personnel targets be fired at before material targets if both occur simultaneously.

d. Refueling and Rearming

(1) Location of AOE. The assigned AOE will remain approximately 15 miles offshore to accomplish refueling and rearming. Thus, a one-way trip from the waiting pattern to the AOE at a speed of 20 knots should require approximately 30 minutes.

(2) Refueling Schedules. Since it is anticipated that the operation will last approximately one week, no ship should require refueling more than once. Destroyers are scheduled to refuel beginning at 1100 on the fifth day, with other destroyers following the first at four-hour intervals. Destroyers may also refuel beginning at 1100 on the ninth day if the operation lasts that long. Cruisers are scheduled to refuel beginning at 1100 on the sixth day, with other cruisers following the first at four-hour intervals. It is anticipated that destroyers should require 60 to 90 minutes alongside the AOE during each refueling, while cruisers should require 90 to 120 minutes. As the operation progresses and the time of withdrawal of all patrols from the objective area becomes reasonably firm, no ship will depart station for refueling within 12 hours of this anticipated time of total withdrawal.

(3) Initial and Minimum Ammo Levels. Prior to arrival at the area of operations, all NGFS ships have topped off their onboard ammunition levels. The STDF commander has prescribed minimum allowable ammunition levels for each type of ship. These ammunition levels are as follows:

<u>Type Ship</u>	<u>Initial</u>	<u>Minimum</u>
8"/55	8000	1000
6"/47	10000	1000
5"/54	12000	2000
5"/38	6000	1000

It is anticipated that destroyers should require 2 to 3 hours alongside the AOE to rearm, while cruisers should require 3 to 4 hours.

C. HYPOTHESIZED SITUATION - INPUT VARIABLES

Having hypothesized what appears to be a typical STDF/SIAF situation, the next step was to translate the scenario into values of input variables in order to exercise the computer simulation. Appendix C is the printout of input data used in the hypothesized problem, for a run in which NR855 = NR647 = NR554 = 1 and NR538 = 0.

1. Zero Problem Time

Zero problem time is 0500 on the first day of the operation. Thus, HHOURL = 300. All insertion times are in minutes after 0500, i.e., INSERT(2) = 140 indicates a SIAF patrol will be inserted into subarea 2 at 0720 on the first day.

2. Problem Area Map

Figure 4 is a map of the problem area translated into the coordinate system described in Section III.B. Subarea boundaries used are not necessarily exactly as they would be in the actual operation, i.e., the river would probably be the boundary of patrol subareas on either side of it. The following input information is shown on the map for each subarea:

NR	XCFR(NR)
	XPROB1(NR)
	XPROB2(NR)
	XPROB3(NR)
INSERT(NR)	XPROB4(NR)

The values used for expected number of calls for fire and target type probabilities are based on the expected locations, density, and type of enemy targets as indicated

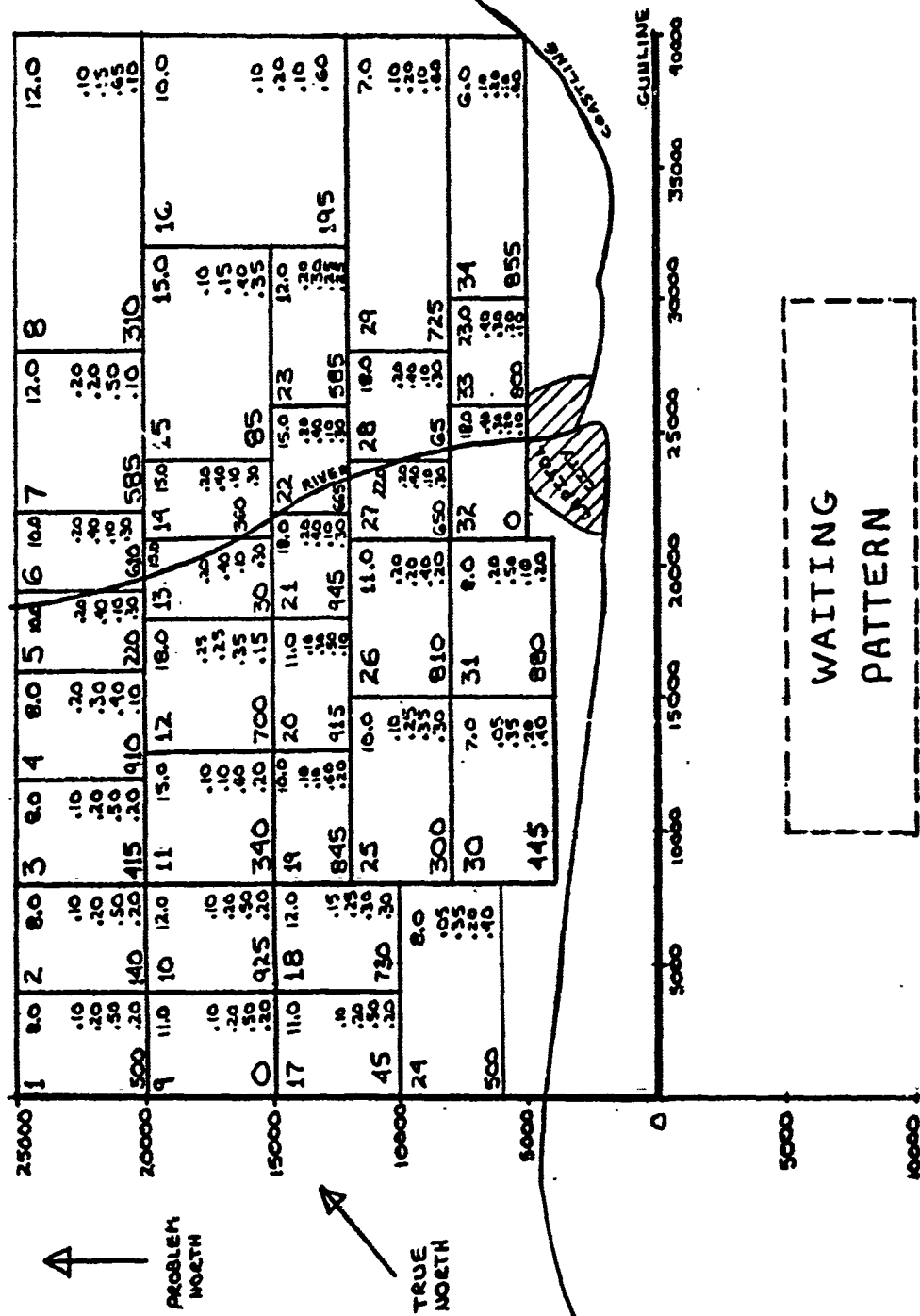


Figure 4. Problem Area Map for STDF Feasibility Study.

in Section V.B.2. XCFF and XPROB1 + XPROB2 are high near the river, and XPROB2 > XPROB1 since it is believed that the insurgent force operates primarily in small guerilla groups. XPROB3 + XPROB4 is high in the mountainous areas to the southwest and northwest, indicating suspected movement of supplies through those areas, with XPROB3 > XPROB4 indicating primarily heavy equipment being moved.

3. Expected Patrol Durations

The maximum and minimum patrol durations were chosen such that the expected time of extraction of each patrol should be approximately 7 days after zero problem time. However, patrol duration parameters are given a wider range of values in the areas of heavy density of enemy personnel. This reflects a higher probability of early extraction due to SIAF personnel casualties.

4. Assignment Doctrine and Queue Discipline

The discussion in Section V.B.3.c implies that "any ship with guns of adequate range may fire" any mission (ASND0C = 1), and "personnel missions have priority" in the queue (QDISC = 2).

5. Refueling Schedule

The refueling schedule as discussed in Section V.B.3.d translates into the following values of refueling schedule variables:

REPPOL = 2

REFSKD = 1 (Computer calculated schedule used)

COMBO = 60 (Time for round trip between AOE and waiting pattern is one hour)

NOMO = 720 (No more refuelings within 12 hours of latest extraction time)

XCRFST(1) = 5.25 (5 days, 6 hours after zero problem time is 1100 on 6th day)

XCRFST(2) thru XCRFST(5) = 99.00

XDDFST(1) = 4.25

XDDFST(2) = 8.25

XDDFST(3) thru XDDFST(5) = 99.00

CRINT = 240

DDINT = 240

Other values of refueling and rearming parameters are translated as indicated in Appendix C.

6. Firing Time Parameters

The components of mean firing time as indicated in Appendix C were determined as follows:

a. Denominator of Range Factor

The range to the target generally has less effect on the accuracy of 8"/55 and 6"/47 shells than 5" shells since they are larger and designed for longer ranges.

b. Mean Firing Time Due to Target Type

A 5"/54 gun is considerably more effective against personnel targets and should require considerably less time to fire a personnel target mission due to its rapid rate of fire. 8"/55 and 6"/47 guns require less time against material targets due to their high explosive power, while a 5"/54 gun requires less time than a 5"/38 due to its rapid rate of fire.

D. INVESTIGATION OF VARIOUS NUMBERS AND MIXES OF SHIPS
PRESENT

1. Two Ships

Rough calculations based on expected number of missions, expected service time, and expected problem duration indicate that it is very unlikely that any combination of two ships would be able to provide adequate support. These rough calculations are as follows:

$$\sum_{NR=1}^{34} XCFF(NR) = 414.0$$

Expected total service time per mission \approx 45 minutes

Expected problem duration \approx 7 days

414 missions x 3/4 hours/mission \approx 310 ship hours
required

Two ships x 7 days x 24 hours/day = 336 ship hours
available.

The variability of mission interarrival times, mission firing times, and travel distances, and the requirements for refueling and rearming would most likely cause an unacceptable queueing situation to develop. Therefore, combinations of two ships were not investigated initially.

2. Three Ships

It is not at all apparent from rough calculations whether or not three ships would be able to adequately support the hypothesized operation. Herein lies the basic justification for the use of simulation, since simulation accounts for the variability in problem parameters and produces an average (expected) result on which to base decisions.

To investigate the queueing results for three ships present, the problem was run 16 times, representing all possible combinations of 0 to three ships of each type which add to 3, with the requirement that at least one 8"/55 ship or one 5"/54 ship be present, since the northern extremity of the objective area is 25000 yards from the gunline. Ten iterations per run (NRIT = 10) were used to determine averaged results and standard deviations. Table I, on the next page, presents the two decision criteria output statistics for each of the 16 combinations of ships. Figures in the table are the upper and lower limits of a 95% confidence interval. These limits were calculated using the equation

$$\bar{x} - 2.26 \sigma_{\bar{x}} \leq \mu \leq \bar{x} + 2.26 \sigma_{\bar{x}}$$

which was derived as discussed in Section III.I.4.

Inspection of the figures in Table I shows that regardless of the mix of ships, overall ship utilization is approximately 50% when three ships are present. From this observation it can be readily deduced that utilization when four ships are present would be considerably less (probably about 35%) while utilization when only two ships are present would be greater (probably about 69%). Based on this conclusion, the simulation was exercised for the seven possible combinations of two ships to see if any combination would yield a satisfactory average waiting time. The results of these seven runs are presented in Table II, on the next page.

TABLE I. Decision Criteria Output Statistics for Combinations of Three Ships

NR855	NR647	NR554	NR538	AVG WAITING TIME		OVERALL SHIP UTILIZATION	
				MIN	MAX	MIN	MAX
0	0	1	2	24.0	35.0	.482	.528
0	0	2	1	7.0	10.2	.484	.510
0	0	3	0	3.7	5.3	.447	.485
0	1	1	1	8.6	13.4	.470	.522
0	1	2	0	4.0	6.2	.434	.494
0	2	1	0	5.6	7.8	.477	.493
1	0	0	2	30.5	38.1	.487	.539
1	0	1	1	7.6	10.2	.476	.516
1	0	2	0	3.6	6.6	.460	.508
1	1	0	1	7.8	11.2	.478	.524
1	1	1	0	3.7	5.7	.459	.481
1	2	0	0	6.4	8.0	.475	.507
2	0	0	1	8.5	11.1	.494	.526
2	0	1	0	4.6	8.4	.478	.518
2	1	0	0	4.7	7.3	.476	.522
3	0	0	0	4.5	9.9	.468	.508

TABLE II. Decision Criteria Output Statistics for Combinations of Two Ships

NR855	NR647	NR554	NR538	AVG WAITING TIME		OVERALL SHIP UTILIZATION	
				MIN	MAX	MIN	MAX
0	0	1	1	48.8	73.4	.687	.743
0	0	2	0	26.0	41.6	.676	.742
0	1	1	0	29.8	42.8	.679	.715
1	0	0	1	65.5	85.9	.719	.767
1	0	1	0	25.6	44.4	.666	.732
1	1	0	0	33.4	45.8	.674	.743
2	0	0	0	33.1	46.9	.685	.751

At this point in the analysis, it was observed that no combination of ships present would simultaneously satisfy the two decision criteria within the limits of a 95% confidence interval. When three ships are present, there is no combination for which it can be said with 95% confidence that OVERALL SHIP UTILIZATION $\geq .50$, while there is no combination of two ships for which it can be said with 95% confidence that AVERAGE WAITING TIME ≤ 10.0 minutes. Thus, one of the two decision criteria had to be relaxed. Inspection of Tables I and II made it readily obvious that the ship utilization criteria was the logical criteria to relax. Thus, the decision criteria was changed to OVERALL SHIP UTILIZATION $\geq .43$.

With these revised decision criteria, the following nine combinations of three ships satisfy both criteria simultaneously:

<u>NR855</u>	<u>NR647</u>	<u>NR554</u>	<u>NR538</u>
0	0	3	0
0	1	2	0
0	2	1	0
1	0	2	0
1	1	1	0
1	2	0	0
2	0	1	0
2	1	0	0
3	0	0	0

The striking characteristic of these nine combinations is that NR538 = 0 in all of them and they are the only

nine combinations in which NR538 = 0. This is obviously because of the short range of the 5"/38 gun, which limits its usability when the objective area is more than 7 miles deep.

In an attempt to further distinguish between these nine combinations of three ships, two other output statistics were investigated. These were MAXIMUM WAITING TIME and PERCENT OF MISSIONS REQUIRED TO WAIT. Table III on the next page presents these statistics for the nine combinations of ships under consideration.

Inspection of Table III indicates that two combinations are considerably less desirable than the others.

These are:

<u>NR855</u>	<u>NR647</u>	<u>NR554</u>
6	2	1
1	2	0

The striking characteristic of these combinations is that NR647 = 2 in each of them, and they are the only two combinations of the original 16 in which NR647 = 2.

E. CONCLUSION OF THE STUDY

Based on the foregoing analysis of the output statistics, the following conclusion was reached:

"For a situation such as described herein, any combination of three NGFS ships of which none are 5"/38 ships and less than two are 6"/47 ships is optimal in terms of providing adequate support to SIAP's ashore in an insurgent-contested area."

Table III. MAXIMUM WAITING TIME and PERCENT REQUIRED TO WAIT
Statistics for the Nine Best Combinations of
Three Ships

NR855	NR647	NR554	MAX WAITING TIME		PERCENT REQUIRED TO WAIT	
			MIN	MAX	MIN	MAX
0	0	3	69	141	15.5	32.2
0	1	2	75	169	13.6	36.6
0	2	1	183	251	21.8	31.8
1	0	2	55	123	13.7	39.7
1	1	1	71	111	13.8	34.8
1	2	0	184	342	21.6	33.8
2	0	1	80	220	18.3	37.7
2	1	0	88	174	18.2	37.2
3	0	0	110	254	11.7	41.7

In terms of STDF feasibility, this can be interpreted to mean:

"If three NGFS ships, of which none are 5"/38 ships and less than two are 6"/47 ships, are available for inclusion in the STDF, then the STDF concept is feasible in terms of providing NGFS to SIAF's ashore in a situation such as described herein."

It must be emphasized that these conclusions only apply to the hypothesized situation. The sensitivity of the conclusions to changes in input parameters has not been tested as would certainly be necessary in a detailed feasibility study. It is not considered within the scope of this thesis to undertake such an extensive study. Rather, it is considered that the objectives stated in Section I.C have been met at this point.

VI. CONCLUSIONS

It is recognized that there are several ways in which the model presented in this paper is capable of refinement and extension in order to more accurately simulate realistic SIAF support situations and be more useful in investigating the overall feasibility of the STDF concept. Although such refinement and extensions were not considered to be within the scope of this thesis, some of them are pointed out in this section for possible future consideration by users of the model.

A. REFINEMENT OF THE MODEL

1. Travel Distance Calculations

The calculations of travel distances on which ship assignments are based can be made more realistic by developing a dynamic scheme of keeping track of actual positions of unassigned ships throughout the run of the model.

2. Ship Assignment Doctrines

Ship assignment doctrines other than the two used in this model can be devised to simulate a wider range of realistic options available to the STDF commander in assigning ships to missions.

3. Queue Discipline

A preempt option for "urgent" missions can be introduced to add realism to the model.

4. Refueling and Rearming Off-Station Times

The amount of time spent by each ship off-station for rearming and/or refueling can be made more realistic by

developing a method of simulating movement of oilers and ammunition ships throughout the problem.

5. SIAF Patrol Movements

The model can be made more realistic by developing a dynamic scheme of simulating movement of SIAF patrols within their assigned subareas. Such a scheme could possibly be the linking of this model with the TRW SIAF model in some way.

6. Distributions of Variable Quantities

All of the distributions of variable quantities used in the model are based primarily on personal experience in Naval operations. It is possible that some of the distributions do not reflect realistic situations as accurately as some other distribution might. Refinement of the model should include an investigation of historical or experimental data to determine the actual distributions of the variable quantities. For example, data concerning actual mission firing times should be analyzed to determine if firing times actually conform to the exponential distribution or to some other probability distribution.

B. EXTENSIONS OF THE MODEL

1. Inclusion of Air Strikes

The model can be extended to simulate air strikes by helicopters or fixed-wing aircraft originating from carriers assigned to the STDF when targets could be more effectively encountered by air strikes or are beyond the maximum range of Naval gunfire.

2. Inclusion of Battleships

Although there are no battleships in commission at the present time, the possibility that battleships could be brought back into use in the future, as was the case of the NEW JERSEY in the Vietnam War, indicates the desirability of including battleships in the model. However, if no ships of a particular type were present in a particular problem, the model in its present state could be used to simulate the presence of battleships by assigning battleship parameters to the input variables normally used for ships of the type not present. This might require some modification to the ship assignment doctrine.

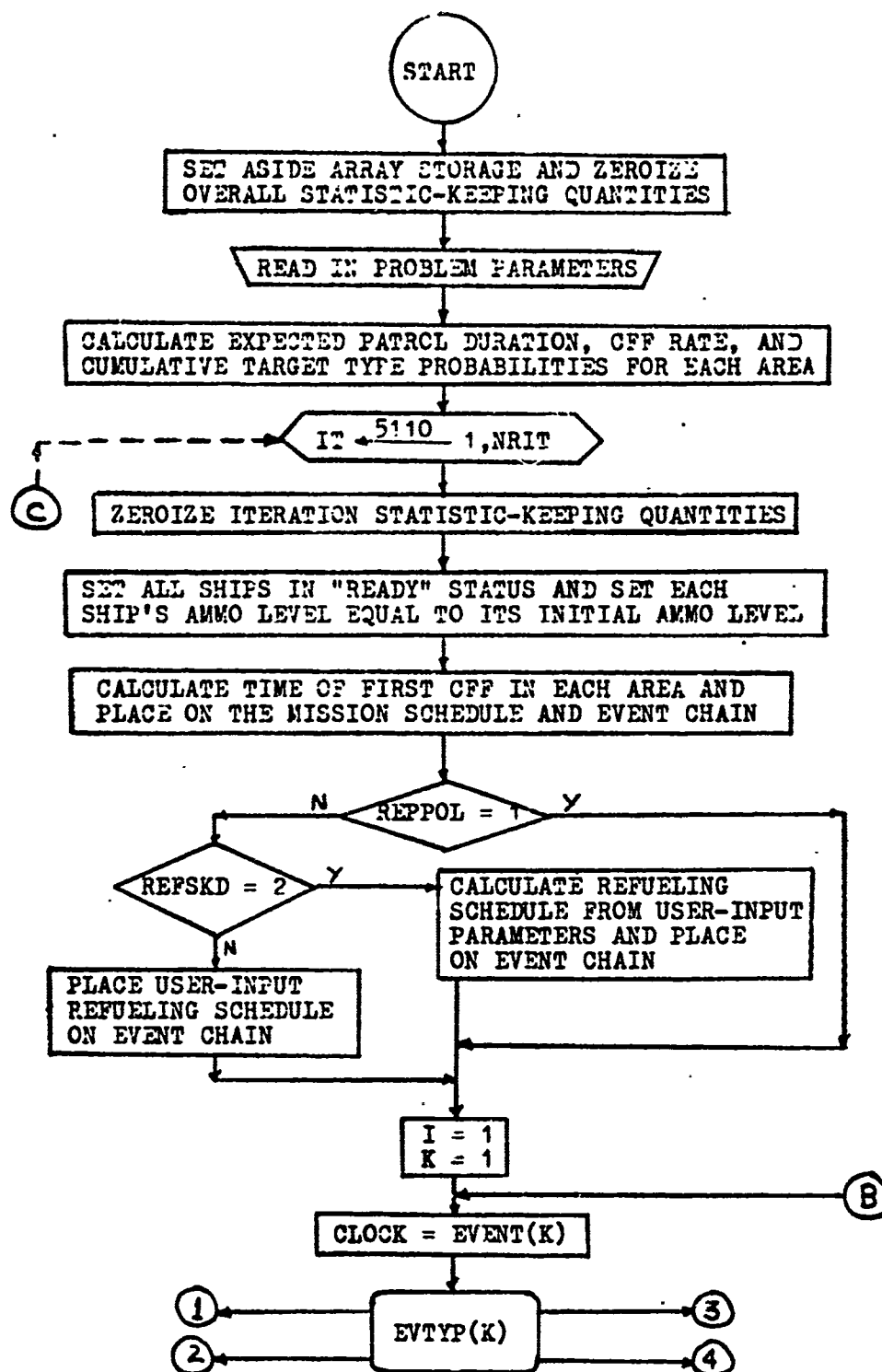
3. Multiple Patrols in a Subarea

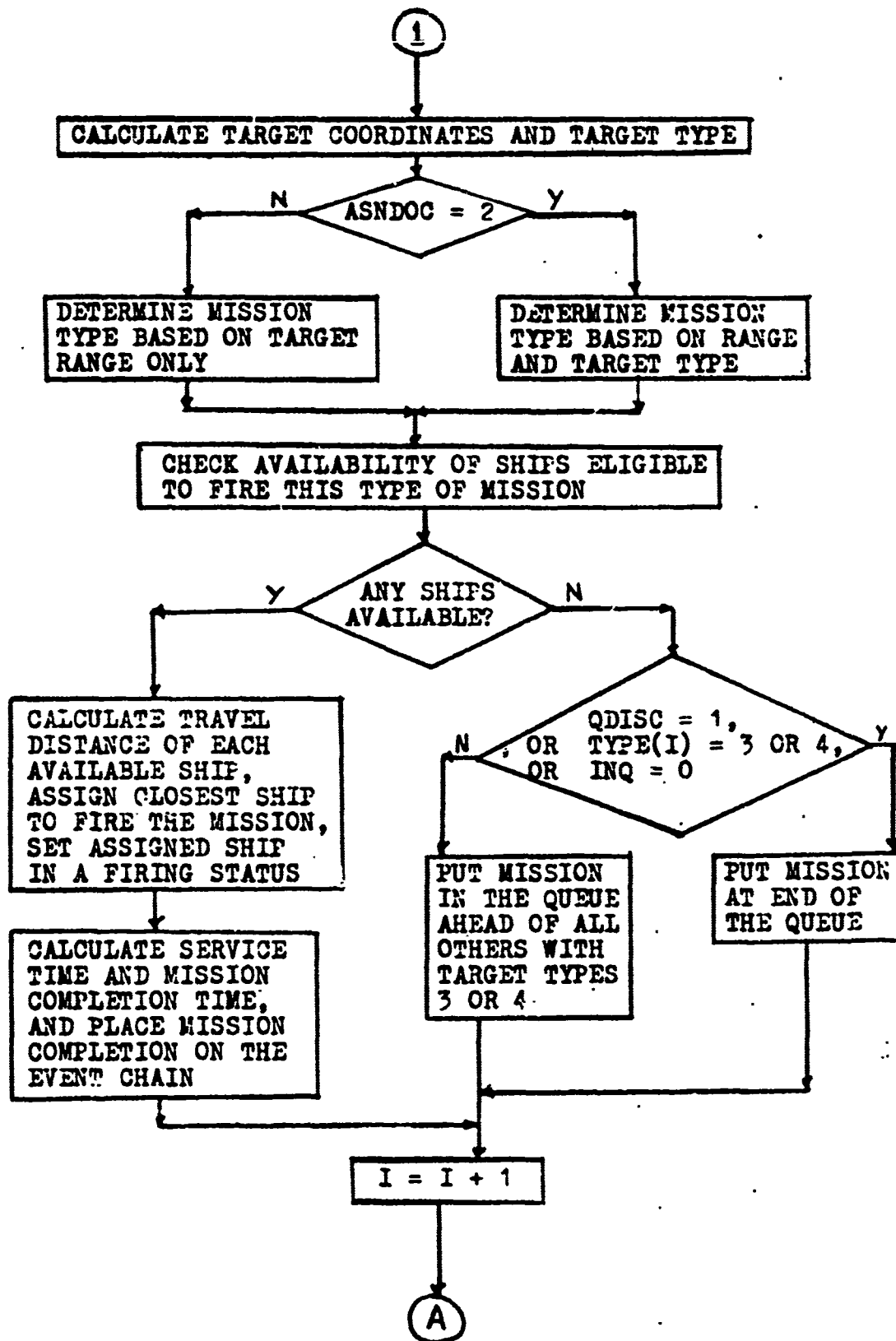
The model could be extended to include the option of inserting a second patrol into a subarea when the first patrol is extracted, and so on.

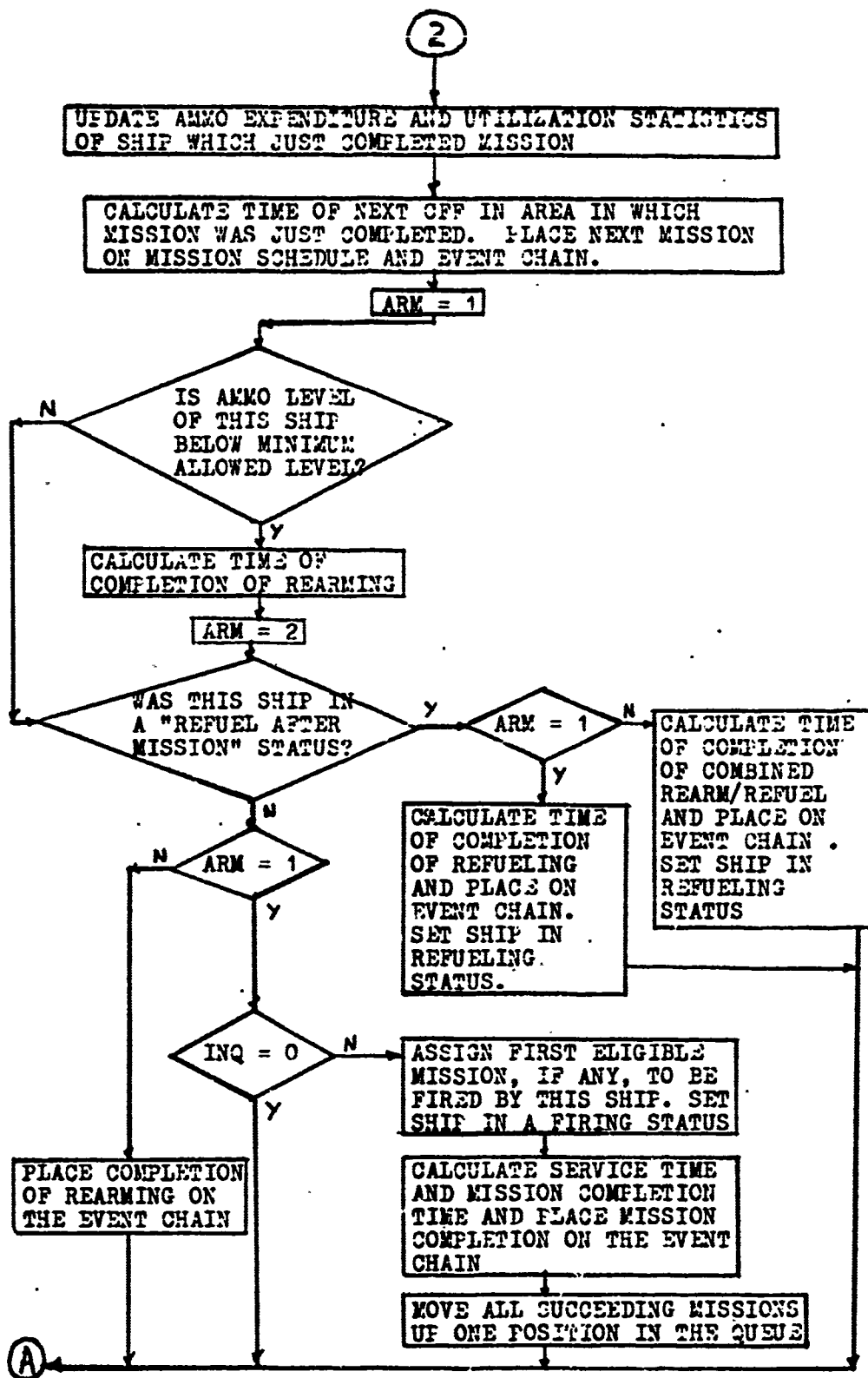
C. OVERALL CONCLUSION

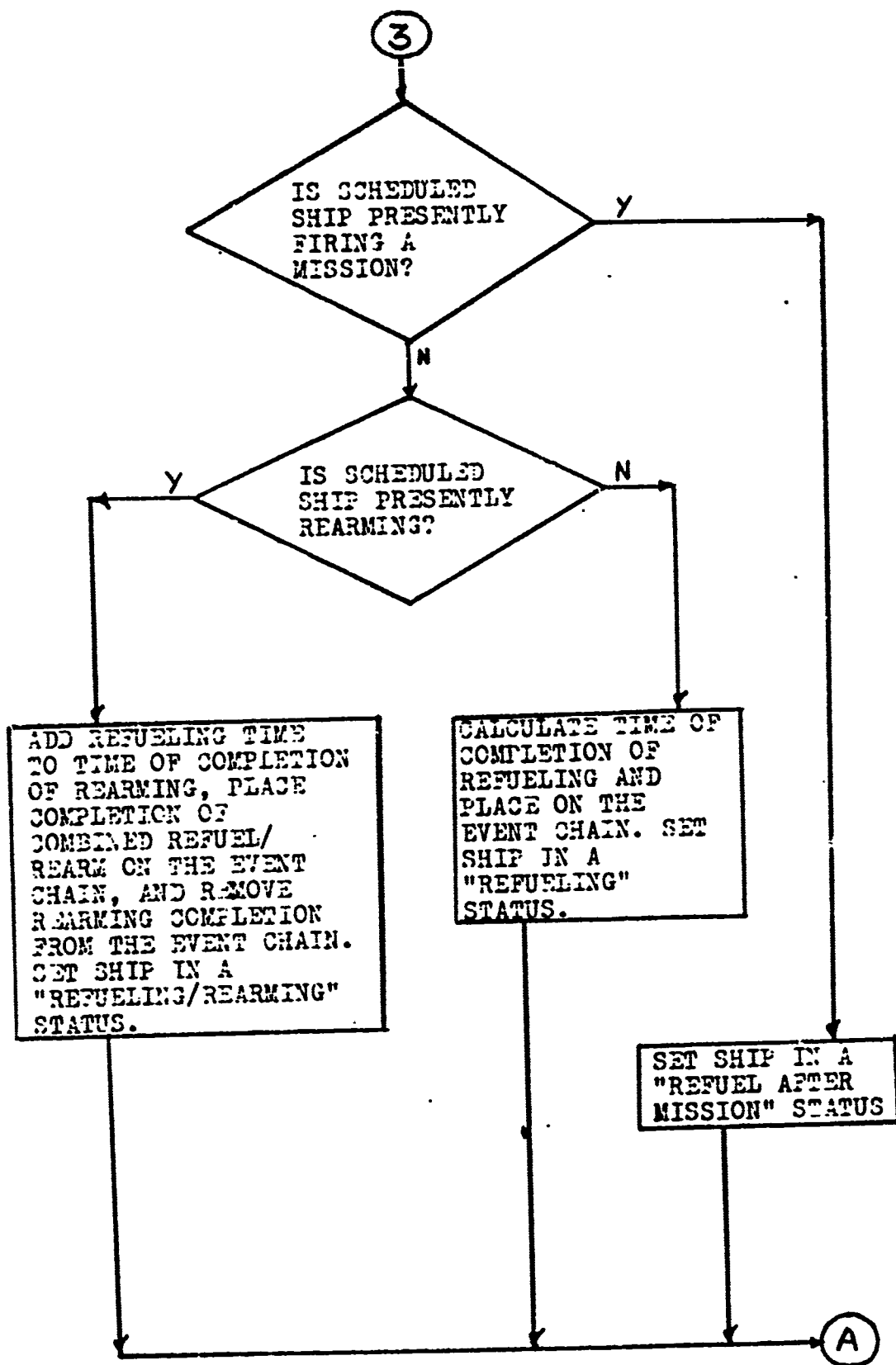
While it is recognized that the model presented in this paper is capable of refinement and extension in several ways, it is considered that the model in its present state is useful as a means of providing general ideas concerning the queueing aspects of a wide variety of user-defined NGFS/SIAF situations. It is also considered that the model can be useful in operational planning, i.e., the model could be used to investigate the effects of locating the waiting pattern in various areas, etc.

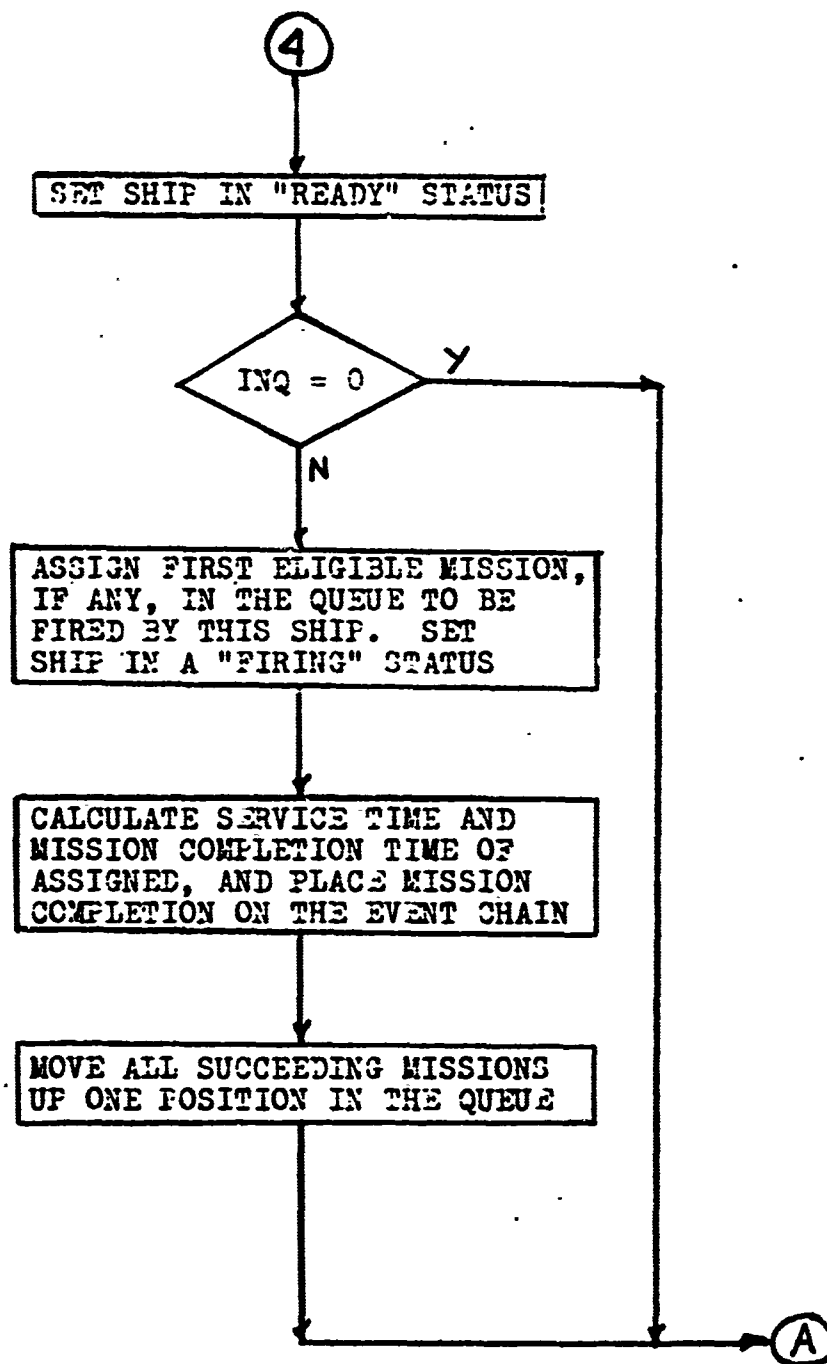
APPENDIX A: COMPUTER PROGRAM GENERALIZED FLOW CHART

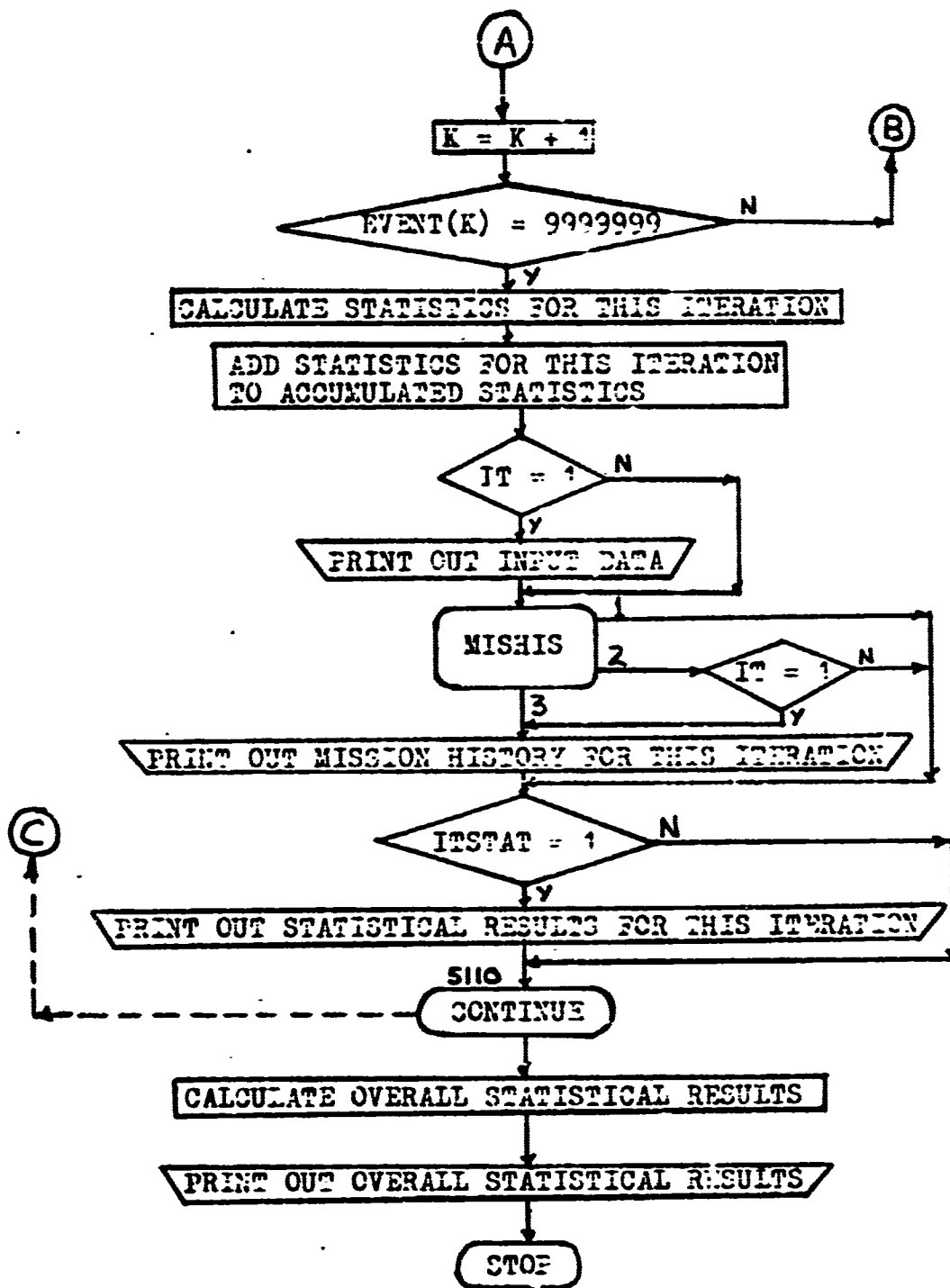












OPERATIONS RESEARCH MASTERS THESIS: "A COMPUTER SIMULATION OF
NAVAL GUNFIRE SUPPORT OF SMALL INDEPENDENT ACTION FORCES (SIAF)
IN AN INSURGENT-CONTESTED AREA"

**BEGIN BY SETTING ASIDE ARRAY
STATISTIC-KEEPING QUANTITIES
STOPAGE AND INITIALIZING CERTAIN**

102

```

C C C READ IN MISCELLANEOUS PROGRAM DATA
      1 READ(R,10) NRAREA,NR555,NP647,NR554,NR538,MAX855,MAX647,MAX554,
      2 MAX538,MAXNGF,WTNW,WTNE,NSWAIT,WTDIS,SPEED,MINSET,
      3 MAXSET,HHOUR
      10 FORMAT(I2,4I1,5I5,2I7,2I6,3I2,14)
      11 READ(R,11) ASNDCC,ODISC,REPPOL,REFSKD,FINFUL,MJSHIS,ITSTAT,NRIT
      12 FORMAT(7I1,13)
C C C READ IN PATROL SUBAREA INFORMATION
      13 DO 13 NR=1,NRAREA
      14 READ(R,12) NORTH(NR),SOUTH(NR),EAST(NR),WEST(NR),XCFF(NR),
      15 XSHORT(NR),XLONG(NR),INSERT(NR),XPRCB1(NR),XPROB2(NR),
      16 XPROB3(NR),XPROB4(NR)
      17 FORMAT(4I7,3F5.1,16,4E5.2)
      18 CONTINUE
C C C READ IN FIRING TIME PARAMETERS
      19 READ(R,15) FIRTIM,DENDW
      20 FORMAT(16I2/16I5)
C C C READ IN REFUELING VARIABLES, IF USED
      21 IF(REPPOL.EQ.1) GO TO 28
      22 READ(R,16) NCM7,COMB0
      23 FORMAT(2I4)
      24 IF(REFSKD.EQ.2) GO TO 22
      25 DO 19 K=1,FINFUL
      26 DC 18 J=1,4
      27 READ(R,17) (XFJLSK(I,J,K),I=1,9)
      28 FORMAT(9F7.2)
      29 CONTINUE
      30 GO TO 24
      31 READ(R,23) XCRFST,XDDFST,CRINT,DDINT
      32 FORMAT(10F6.2,2I5)
      33 READ(R,25) MINFLC,MAXFLC,MINFLD,MAXFLD
      34 FORMAT(4I5)
C C C READ IN REARMING VARIABLES, IF USED
      35 READ(R,27) MINLEV,MINARC,MAXAPC,MINARD,MAXARD,INAMM
      36 FORMAT(4I6,4I5,9I7/9I7/9I7/9I7)

```

```

C C READ IN AMMUNITION EXPENDITURE PARAMETERS
28 READ(R,29) MINAMM,MAXAMM
29 FORMAT(16I4/16I4)
C C INITIALIZE RANDOM NUMBER GENERATORS
30 READ(R,31) IR1,IR2,IR3,IR4,IR5,IP6,IR7,IR8,IR9,IR10,IR11,IR12,
31 1 F0PMAT(14I5)
KR = 65539
C C CALCULATE EXPECTED PATROL DURATION, CALL FOR FIRE RATE, AND
C C CUMULATIVE TARGET TYPE PROBABILITY DISTRIBUTIONS FOR EACH SUBAREA
DO 32 NP=1,NPAPEA
XCUMPA1(NR) = (XLCMG(NR) + XSHORT(NR))/2
XCALBT(NR) = XCEE(NR)/(XCUMPA1(NR)*1440)
XCUM2(NR) = XPROB1(NR) + XPROB2(NR)
32 XCUM3(NR) = XCUM2(NR) + XPROB3(NR)
C C CALCULATE Y-COORDINATE OF TRAVEL DISTANCE CALCULATION
Y = FLOAT(NSWAIT+WTDIS)/100
YSQR = Y**2
YY = FLOAT(WTDIS)/100
YYSQR = YY**2
*****
BEGIN ITERATIVE LOOP TO RUN THE PROBLEM (NRIT) TIMES
DO 5110 IT=1,NRIT
ZEROIZE CERTAIN STATISTIC-KEEPING QUANTITIES
DO 35 I=1,1000
JGING(I) = 0
LEAVE(I) = 0
OTIME(I) = 0
FSTSHO(I) = 0
35 CC 36 I=1,50
36 ARCK(I) = 0
DO 37 I=1,9
DO 37 J=1,4

```

[illegible]

INITIALIZE SHIP STATUS AND AMMO LEVELS

```

43 CONTINUE
44      = I NAMM(S,T)
45      T=1.49
46      STATUS(S,T)
47      AMPL=EV(S,T)
48      CONTINUE
49

```

1. CALCULATE TIME OF FIRST NGFS MISSION AND TIME OF PATROL EXTRACTION FOR EACH PATROL SUBAREA, AND LATEST EXTRACTION TIME

```
MAXTRC = 0
ON 50 NR=1, NRAREA
```

```

IR1 = IR1*KR
XRN = 0.5 + FLAGAT(IR1)*2.328306E-10
FIRST(NR) = INSERT(NR) - ALOG(XRN)/XCALRT(NR) + 0.5
IR2 = IR2*KR
XRN = 0.5 + FLAGAT(IR2)*2.328306E-10
EXTRAC(NR) = INSERT(NR) + (XSHORT(NR) + XRN*(XLONG(NR)
- XSHORT(NR))) * 1440 + 0.5
1 IF(EXTPAC(NR).GT.MAXTRC) MAXTRC = EXTRAC(NR)
IF(FIRST(NR).LE.EXTRAC(NR)) GO TO 50
FIRST(NR) = 9999999
50 CONTINUE

```

CCCCC
 PLACE FIRST MISSIONS ON THE MISSION SCHEDULE AND EVENT CHAIN IN
 CHRONOLOGICAL ORDER, AND SET TYPE, MISSION NUMBER, AND
 REPLENISHMENT SHIP INDICATORS FOR THESE EVENTS

```

DO 52 NR=1,NRAREA
MSNSKD(NR)=FIRST(NR)
DO 55 J=1,NRAREA
N = NRAREA - J
IF(N.EQ.0) GO TO 57
FLAG = 1
DO 54 JA=1,N
IF(MSNSKD(JA).LE.MSNSKD(JA+1)) GO TO 54
TEMP = MSNSKD(JA)
MSNSKD(JA) = MSNSKD(JA+1)
MSNSKD(JA+1) = TEMP
FLAG = 2
54 CONTINUE
IF(FLAG.EQ.1) GO TO 57
55 CONTINUE
DO 65 ID=1,NRAREA
EVENT(ID) = MSNSKD(ID)
EVTYP(ID) = 1
EVTMSN(ID) = ID
RPSHP(ID) = 0

```

CCCC
 RETRIEVE AREA NUMBER OF THIS MISSION

```

DO 61 IC=1,NRAREA
IF(MSNSKD(IC).EQ.FIRST(IC).AND.ARCX(IC).EQ.0) GO TO 63
61 CONTINUE
GO TO 65
63 AREA(ID) = IC
ARCK(IC) = 1
65 CONTINUE

```

CC

SET NUMBER OF MISSIONS AND NUMBER OF EVENTS GENERATED THUS FAR
EQUAL TO NUMBER OF PATROL SURAREAS

NRMSN = NRAREA
NRVENT = NPAREA

CALCULATE THE REFUELING SCHEDULE, IF USED

IF (REPPOL.EQ.1) GO TO 99
K = 0
MAXPEF = MAXTRC - NOMO
IF (PEFSKD.EQ.2) GO TO 88

GO THRU HERE IF USER-INPUT SCHEDULE IS USED

DO 79 KK=1,FINFUL

DO 78 J=1,4

DO 77 I=1,9

GO TO (70,71,72,73) J

70 IF (NR855.LT.I) GO TO 78

GO TO 74

71 IF (NR647.LT.I) GO TO 78

GO TO 74

72 IF (NR554.LT.I) GO TO 78

GO TO 74

73 IF (NR538.LT.I) GO TO 78

GO TO 74

74 GOFUL = 10 * I + J

PEF = 1440 * XFULSK(I,J,KK) + 0.5

IF (REF.GE.MAXREF) GO TO 77

CALL VENTCH(PEF,3,0,GOFUL)

77 CONTINUE

78 CONTINUE

79 CONTINUE

GO TO 99

GO THRU HERE IF COMPUTER-CALCULATED SCHEDULE IS USED

88 DO 98 ER=1,4

GO TO (89,91,92,94) ER

89 IF ((NR855+NR647).EQ.0) GO TO 98

DO 90 RA=1,5

XSTART(RA) = XCRFST(RA)

90 CONTINUE

MULT = CRINT

IF (NR855.EQ.0) GO TO 98

```

RRR = NR855
FAC = 0
GO TO 95
91 IF(NR647.EQ.0) GO TO 98
   PRR = NR647
   FAC = NR855
   GO TO 95
92 IF((NR554+NR538).EQ.0) GO TO 98
   DD 93 PA=1.5
   XSTART(RA) = XDDFST(RA)
93 CONTINUE
   MULT = DDINT
   IF(NR554.EQ.0) GO TO 98
   PRR = NR554
   FAC = 0
   GO TO 95
94 IF(NR538.EQ.0) GO TO 98
   PRR = NR538
   FAC = NR554
95 DD 97 F=1,PRR
   ADD = (F - 1 + FAC) * MULT
   FUL = 10 * F + RR
   DD 96 FR=1.5
   REF = XSTART(RB)*1440 + ADD + 0.5
   IF(PFF.GF.MAXREF) GO TO 97

```

PLACE THIS SKED REFUEL ON THE EVENT CHAIN

```

CALL VENTCH(REF,3.0,FUL)
96 CONTINUE
97 CONTINUE
98 CONTINUE

```

*** START THE PROBLEM ***

INITIALIZE MISSION AND EVENT COUNTERS

```

99 I = 1
   K = 1

```

SET THE PROBLEM TIMER TO TIME OF NEXT EVENT

```

100 CLOCK = EVENT(K)
    EVT = EVTYB(K)
    GO TO(101,500,785,590),EVT

```

```

C GO THRU HERE IF THE EVENT IS A CALL FOR FIRE
C
C CALCULATE TARGET RANGE AND E-W COORDINATE
C
101 KCUNT = 0
    IR3 = IR3*KR
    XRN = 0.5 + FLOAT(IR3)*2.328306E-10
    A = AREA(I)
    RANGE(I) = SOUTH(A) + XRN*(NORTH(A) - SOUTH(A))
    IR4 = IR4*KR
    XRN = 0.5 + FLOAT(IR4)*2.328306E-10
    EWTAR(I) = WEST(A) + XRN*(EAST(A) - WEST(A))
    IF(PANCE(I).GT.MAXNGF) GO TO 215

C DETERMINE TARGET TYPE
C
    IR5 = IR5*KR
    XRN = 0.5 + FLOAT(IR5)*2.328306E-10
    IF(XRN.LE.XPRN1(A)) GO TO 106
    IF(XRN.LE.XCUM2(A)) GO TO 107
    IF(XRN.LE.XCUM3(A)) GO TO 108
    TYPE(I) = 4
    GO TO 109
106 TYPE(I) = 1
    GO TO 109
107 TYPE(I) = 2
    GO TO 109
108 TYPE(I) = 3

C ASSIGN MISSION TYPE ACCORDING TO SHIP ASSIGNMENT DOCTRINE
C
109 IF(ASNDQC.EQ.2) GO TO 112
C
C GO THRU HERE IF ASSIGNMENT DOCTRINE IS "ANY SHIP WITH GUNS OF
C ADEQUATE RANGE MAY FIRE"
C
111 IF(RANGE(I).GT.MAX554) GO TO 180
    IF(RANGE(I).GT.MAX647) GO TO 210
    IF(RANGE(I).GT.MAX538) GO TO 205
    GO TO 200
C
C GO THRU HERE IF ASSIGNMENT DOCTRINE IS "BEST EFFECT ON TARGET"
C
112 TYP = TYPE(I)
    GO TO(115,120,122,111).TYP
115 IF(RANGE(I).GT.MAX554) GO TO 180
    IF(NR554.EQ.0) GO TO 170
    IF(RANGE(I).GT.MAX538.OR.NR538.EQ.0) GO TO 190

```



```

120 GO TO 195
    IF(NR538.EQ.0.AND.NR554.EQ.0) GO TO 150
    IF(RANGE(I).GT.MAX538) GO TO 160
    GO TO 140
122 IF(NR855.NE.0) GO TO 130
    IF(NR647.NE.0) GO TO 135
    IF(RANGE(I).LT.MAX538) GO TO 140
    GO TO 190
130 IF(RANGE(I).GT.MAX647.OR.NR647.EQ.0) GO TO 180
    GO TO 185
135 IF(RANGE(I).LT.MAX647) GO TO 185
    GO TO 190
140 IF(NR538.NE.0) GO TO 195
    GO TO 190
150 IF(RANGE(I).GT.MAX647.OR.NR647.EQ.0) GO TO 180
    GO TO 185
160 IF(NR554.EQ.0) GO TO 150
    IF(RANGE(I).GT.MAX554) GO TO 180
    GO TO 190
170 IF(RANGE(I).GT.MAX538.OR.NR538.EQ.0) GO TO 175
    GO TO 195
175 IF(RANGE(I).GT.MAX647.OR.NR647.EQ.0) GO TO 180
    GO TO 185
180 MISTYP(I) = 1
    GO TO 220
185 MISTYP(I) = 2
    GO TO 225
190 MISTYP(I) = 3
    GO TO 235
195 MISTYP(I) = 4
    GO TO 240
200 MISTYP(I) = 5
    GO TO 250
205 MISTYP(I) = 6
    GO TO 255
210 MISTYP(I) = 7
    GO TO 260
215 MISTYP(I) = 8
    GO TO 9900

```

C CHECK AVAILABILITY OF APPROPRIATE SHIPS TO FIRE THIS MISSION

```

220 CALL AVAIL(NR855,1)
    GO TO 270
225 IF(NR855.EQ.0) GO TO 230
    CALL AVAIL(NR855,1)
230 CALL AVAIL(NR647,2)
    GO TO 270

```



```

C      CALCULATE COMPLETION TIME OF THIS MISSION AND PLACE ON EVENT CHAIN
      CALL SERVIC(TYP SHP(I),TYPE(I),RANGE(I),I,CLOSE)
      FSTSH(T(I)) = TRAVEL(I) + SETUP(I)
      IF(FSTSH(T(I))>GT.MXFST) MAXFST = FSTSH(T(I))
      MSNCMP(I) = CLOCK + SERVC(I)
      CALL VENTCH(MSNCMP(I),2,1,0)
      GO TO 420

C      IF NO SHIPS WERE AVAILABLE, PLACE THE MISSION IN THE QUEUE IN ORDER
C      ACCORDING TO SPECIFIED QUEUE DISCIPLINE
      400 IF(QCISC.EQ.1.OR.TYPE(I).EQ.3.OR.TYPE(I).EQ.4.OR.INQ.EQ.0)
         1 GO TO 410
         GO 408 IQ=1,INQ
         IF(TYPE(Q(IQ)).EQ.1.OR.TYPE(Q(IQ)).EQ.2) GO TO 408
         QM = INQ - IQ + 1
         GO 406 IQ=1,QM
         QMM = INQ - IQQ + 1
         Q(QMM+1) = Q(QMM)
         CONTINUE
         GO TO 409
      408 CONTINUE
      409 GO TO 410
         Q(IQ) = INQ + 1
         INQ = INQ + 1
         GO TO 412
      410 Q(INQ) = IQ + 1
      412 Q(IQ) = TC IQ + 1
         JOINQ(I) = CLOCK
         IF(INQ.GT.MAXINQ) MAXINQ = INQ

C      STEP THE MISSION COUNTER
      420 I = I + 1
         GO TO 980

C      WE GET TO HERE IF EVENT IS A MISSION COMPLETION
      500 E = EVTMSN(K)
         S = SHIPNR(E)
         T = TYP SHP(E)

C      UPDATE SHIP UTILIZATION AND AMMO EXPENDITURE STATISTICS
      TOTAMX(S,T) = TOTAMX(S,T) + AMMEXP(E)
      UTIL(S,T) = UTIL(S,T) + CLOCK - ASGN(S,T)

```

CC C
 CALCULATE TIME OF NEXT OFF IN AREA IN WHICH MISSION JUST COMPLETED
 AND PLACE ON EVENT CHAIN AND MISSION SCHEDULE

```

1R7 = 1R7*KR
XRNI = 0.5 +
NEXT = CLOCK - ALDG(XRNI)/X(CALRT(AREA(E))) + 0.5
IF(NEXT.GT.CXTRAC(AREA(E))) GO TO 550
DO 540 JF=1,NPMSN
IF(NEXT.GT.MSNSKD(JE)) GO TO 540
NM = NRMSN - JF + 1
DO 530 JF=1,NM
JMM = NRMSN - JF + 1
MSNSKD(JMM+1) = MSNSKD(JMM)
AREA(JMM+1) = AREA(JMM)
ACNTINUE
530 JF = JF
GO TO 560
540 CONTINUE
550 NEXT = NRMSN + 1
555 MSNSKD(JF) = AREA(E)
560 AREA(JF) = ARMSN + 1
    ARMSN = ARMSN + 1
    CALL VENTCH(NEXT,1,JF,0)
    IF(RPPOL.EQ.1) GO TO 595
    ARM = 1
  
```

CC C
 UPDATE AMMO LEVEL OF SHIP WHICH JUST COMPLETED FIRING. IF AMMO LEVEL
 IS BELOW MINIMUM ALLOWED FOR SHIP OF THIS TYPE, ASSIGN THE SHIP TO REARM.

AMMLEV(S,T) = AMMLEV(S,T) - AMMEXP(E)

CC C
 IF CURRENT TIME IS LATER THAN LATEST ANTICIPATED EXTRACTION TIME.
 SHIP IS ALLCHIED TO REDUCE AMMO LEVEL TO ZERO AND THEN IS REMOVED
 FROM THE PROBLEM

```

IF(CLOCK.GE.MAXTRC) GO TO 562
IF(AMMLEV(S,T).GT.MINLEV(T)) GO TO 570
GO TO 564
IF(AMMLEV(S,T).GE.1) GO TO 570
562 GOARM = 10 * S +
    GOARM = 999999
    CALL VENTCH(COARM,4,0,GOARM)
    STATUS(S,T) = 4
    GO TO 980
  
```

C

C CALCULATE TIME OF COMPLETION OF REARMING, SET AMMO LEVEL OF REARMING
 C SHIP EQUAL TO ITS INITIAL AMMO LEVEL, AND UPDATE CUMULATIVE
 C REARM TIME STATISTICS

```

564 IF (IR8 = 'R8' * KR
  XRN = 0.5 + FLOAT(IR8) * 2.328306E-10
  IF (T.EQ.3.OR.T.EQ.4) GO TO 565
  COMARM = CLOCK + MAXARC + XRN * (MAXARC - MINARC) + 0.5
  AMMLEV(S,T) = INAMM(S,T)
  GO TO 567
565 COMARM = CLOCK + MINARC + XPN * (MAXARD - MINARD) + 0.5
  AMMLEV(S,T) = INAMM(S,T)
567 IF (COMARM.GE.MAXTRC) COMARM = MAXTRC
  APMTIM(S,T) = APMTIM(S,T) + COMARM - CLOCK
  ARM =
  
```

C IF THIS SHIP ALSO SKED TO REFUEL, CALCULATE TIME OF COMPLETION OF
 C COMBINED REFUEL/REARM. IN EITHER CASE, PLACE REPLENISHMENT
 C COMPLETION ON THE EVENT CHAIN AND UPDATE REPL TIME STATISTICS

```

IF (STATUS(S,T).EQ.3) GO TO 572
ARM = 1
STATUS(S,T) = 4
GCARM = 10 * S + T
CALL VENTCH(COMARM,4,0,GDARM)
GO TO 980
570 IF (STATUS(S,T).EQ.2) GO TO 595
  IR9 = IR9 * KR
  XPN = 0.5 + FLOAT(IR9) * 2.328306E-10
  IF (T.EQ.3.OR.T.EQ.4) GO TO 574
  COMFUL = CLOCK + MINFLC + XPN * (MAXFLC - MINFLC) + 0.5
  GO TO 575
574 COMFUL = CLOCK + MINFLD + XRN * (MAXFLD - MINFLD) + 0.5
  IF (COMFUL.GE.MAXTRC) COMFUL = MAXTRC
  FUELTIM(S,T) = FUELTIM(S,T) + COMFUL - CLOCK
  IF (ARM.EQ.2) GO TO 580
  GCFUL = 10 * S + T
  CALL VENTCH(COMFUL,4,0,GOFUL)
  GO TO 980
580 COMREP = CLOCK + COMFUL + COMARM - COMBO
  IF (COMREP.GE.MAXTRC) COMREP = MAXTRC
  GOREP = 10 * S + T
  CALL VENTCH(COMREP,4,0,GOREP)
  GO TO 980
  
```

C WE GET TO HERE IF EVENT IS A REPLENISHMENT COMPLETION. SET SHIP IN
 C READY STATUS AND CHECK QUEUE STATUS.

```

590 S = REPSHP(K)/10
    T = MOD(REPSHP(K),10)
    STATUS(S,T) = 1
    IF(INQ.EQ.0) GO TO 980
    GUN = 1
    GO TO 600
595 STATUS(S,T) = 1
    IF(INQ.EQ.0) GO TO 980
    GUN = TYPSP(E)

CHECK ALL MISSIONS IN THE QUEUE AND ASSIGN THIS SHIP TO FIRE THE
FIRST MISSION APPROPRIATE TO ITS TYPE
C
C
C
600 DC 700 IH=1,INQ
    MTS = MISTYP(n(IH))
    GO TO(610,620,630,640,710,650,660).MIS
610 IF(GUN.EQ.1) GO TO 710
    GO TO 700
620 IF(GUN.EQ.1.OR.GUN.EQ.2) GO TO 710
    GO TO 700
630 IF(GUN.EQ.3) GO TO 710
    GO TO 700
640 IF(GUN.EQ.3.OR.GUN.EQ.4) GO TO 710
    GO TO 700
650 IF(GUN.EQ.1.OR.GUN.EQ.2.OR.GUN.EQ.3) GO TO 710
    GO TO 700
660 IF(GUN.EQ.1.OR.GUN.EQ.3) GO TO 710
    GO TO 700
700 CONTINUE
    GO TO 980

REMOVE THE ASSIGNED MISSION FROM THE QUEUE AND SET ASSIGNED SHIP IN
FIRING STATUS
C
C
C
710 P = O(IH)
    LEVEQ(P) = CLOCK
    QTIME(P) = LEAVEQ(P) - JOINQ(P)
    IF(QTIME(P).GT.MAXQTM) MAXQTM = QTIME(P)
    STATUS(S,T) = 2
    ASSIGN(S,T) = CLOCK
    SHIPNR(P) = S
    TYPSP(P) = T

CALCULATE DISTANCE TO FIRING POSITION OF ASSIGNED MISSION, TIME OF
FIRST SHOT, AND MISSION COMPLETION TIME, AND PLACE MISSION
COMPLETION TIME ON THE EVENT CHAIN
C
C
C
C
    IF(EVTYP(K).EQ.2) GO TO 715
    RUN = WTDIS + NSWAIT/2

```

```

715 GO TO 720
720 RUN = IABS(EWTAR(E)-EWTAR(P))
    CALL SERVIC(TYPESH(P),TYPE(P),RANGE(P),P,RUN)
    FSTSHO(P) = TRAVEL(P) + QTIME(P) + SETUP(P)
    IF(FSTSHO(P).GT.MAXFST) MAXFST = FSTSHO(P)
    MSNCMP(P) = CLOCK + SERVC(P)
    CALL VENTCH(MSNCMP(P),2,P,0)

CC MOVE ALL MISSIONS FOLLOWING THE ASSIGNED MISSION UP ONE POSITION IN
CC THE OUFUE
CC
    INQ = INQ - 1
    IF(TH.EQ.(INQ+1).OR.INQ.EQ.0) GO TO 980
    DO 775 IM=TH,INQ
    775 Q(IM) = Q(IM+1)
    CC CONTINUE
    GO TO 980

CC WE GET TO HERE IF EVENT IS A SCHEDULED REFUELING
CC
785 S = REPSHP(K)/10
    T = MOD(REPSHP(K),10)

CC IF SHIP SCHEDULED TO REFUEL IS FIRING A MISSION. SET SHIP IN A
CC "REFUEL AFTER MISSION" STATUS
CC
    IF(STATUS(S,T).EQ.2) GO TO 792

CC IF SHIP SCHEDULED TO REFUEL IS PRESENTLY REARMING, DETERMINE WHICH
CC EVENT IS THE COMPLETION OF REARMING OF THIS SHIP. ADD FUELING TIME
CC TO REARM COMPLETION, REMOVE REARM COMPLETION FROM EVENT CHAIN, AND
CC PLACE COMBINED REARM/REFUEL COMPLETION ON THE EVENT CHAIN
CC
    IF(STATUS(S,T).EQ.4) GO TO 793

CC IF SHIP SCHEDULED TO REFUEL IS NEITHER FIRING OR REARMING, PLACE IN
CC "REFUELING" STATUS AND CALCULATE FUELING COMPLETION TIME AND PLACE ON
CC THE EVENT CHAIN
CC
    IR10 = IR1C * KR
    XRN = 0.5 + FL7AT(IR10) * 2.328306E-10
    IF(T.EQ.3.OR.T.EQ.4) GO TO 790
    COMFUL = CLOCK + MINFLC + XRN * (MAXFLC - MINFLC) + 0.5
    GO TO 791
    COMFUL = CLOCK + MINFLD + XRN * (MAXFLD - MINFLD) + 0.5
790 IF(COMFUL.GE.MAXTRC) COMFUL = MAXTRC
791 FUELTM(S,T) = FUELTM(S,T) + COMFUL - CLOCK
    CALL VENTCH(COMFUL,4,0,REPSHP(K))

```

```

792 STATUS(S,T) = 3
GO TO 980
793 STATUS(S,T) = 3
FIG = 10 * S + T
NEX = K + 1
LAS = NRVENT
DO 799 EEE=NEX,LAS
IF (REP SHP(EEE).NE.FIG.OR.EVTYP(EEE).NE.4) GO TO 799
IR14 = IR14 # KRAT(IR14) * 2.328306E-10
XRN = 0.5 + FLOAT(IR14) GO TO 794
IF (T.EQ.3.OR.T.EQ.4) GO TO 794
COMFUL = MINFLC + XRN * (MAXFLC - MINFLC) + 0.5
GO TO 795
794 COMFUL = MINFLD + XRN * (MAXFLD - MINFLD) + 0.5
795 COMREP = EVENT(EEE) + COMFUL - COMBO
ARMTIM(S,T) = ARMTIM(S,T) - COMBO/2
FUELTIM(S,T) = FUELTIM(S,T) + COMFUL - COMBO/2
IF (COMREP.GE.MAXTRC) COMREP = MAXTRC
IF (E.EQ.4) NRVENT = 1
CALL VENTCH(COMREP,4,0,FIG)
NRVENT = NRVENT - 1
C MOVE ALL EVENTS FOLLOWING THE REMOVED REARM COMPLETION UP ONE
C POSITION ON THE EVENT CHAIN
C
DC 796 BB=EEE,NRVENT
EVENT(RR) = EVENT(RR+1)
EVTYP(RR) = EVTYP(RR+1)
EVTMSN(RR) = EVTMSN(RR+1)
REP SHP(RR) = REP SHP(RR+1)
796 CONTINUE
GO TO 980
797 EVENT(NRVENT) = COMREP
GO TO 980
799 CONTINUE
C STEP THE EVENT COUNTER
C
980 K = K + 1
C IF THE NEXT EVENT IS A ROGUS EVENT, THE PROBLEM IS COMPLETE.
C IF NOT, STEP TO TIME OF NEXT EVENT
C
990 IF (EVENT(K).GE.9999999) GO TO 1000
GO TO 100
C

```



```

XUT554(IK) = UTIL(IK,3)/(FLOAT(CLOCK)-FUELTM(IK,3)-ARMTIM(IK,3))
XUT554(IK) = XUT554(IK) + XUT554(IK)**2
X55SOR(IK) = X55SOR(IK) + XUT554(IK)**2
TOTU55 = TOTU55 + UTIL(IK,3) + FUELTM(IK,3)
CFUELTM(IK,3) = CFUELTM(IK,3) + ARMTIM(IK,3)
CARMEX(IK,3) = CARMEX(IK,3) + TOTAMX(IK,3)
FUL554 = FUL554 + FUELTM(IK,3)
ARM554 = ARM554 + ARMTIM(IK,3)
CONTINUE
1060 XUTL55 = FLOAT(TOTU55)/((NR554*CLOCK) - FUL554 - ARM554)
1070 IF(NR538.EQ.0) GO TO 5000
DO 1080 IK=1,NR538
XUT538(IK) = UTIL(IK,4)/(FLOAT(CLOCK)-FUELTM(IK,4)-ARMTIM(IK,4))
XUT538(IK) = XUT538(IK) + XUT538(IK)**2
X53SOR(IK) = X53SOR(IK) + XUT538(IK)**2
TOTU53 = TOTU53 + UTIL(IK,4) + FUELTM(IK,4)
CFUELTM(IK,4) = CFUELTM(IK,4) + ARMTIM(IK,4)
CARMEX(IK,4) = CARMEX(IK,4) + TOTAMX(IK,4)
FUL538 = FUL538 + FUELTM(IK,4)
ARM538 = ARM538 + ARMTIM(IK,4)
CONTINUE
1080 XUTL53 = FLOAT(TOTU53)/((NR538*CLOCK) - FUL538 - ARM538)
5000 TOTREP = FUL855 + ARM855 + FUL647 + ARM647 + FUL554 + ARM554 +
TOTU53 + TOTU64 + TOTU55 + TOTU53
XUTLZ = XUTLZ + XUTL85
XUTL85 = XUTL85 + XUTL85
XUTL64 = XUTL64 + XUTL64
XUTL64 = XUTL64 + XUTL64**2
XUTL55 = XUTL55 + XUTL55
XUTL55 = XUTL55 + XUTL55**2
XUTL53 = XUTL53 + XUTL53
XUTL53 = XUTL53 + XUTL53**2
XUTLZ = XUTLZ + XUTLZ**2
XUTSOR = XUTSOR + XUTLZ**2
C IF THIS IS THE FIRST ITERATION, PRINT CUT INPUT DATA
C
IF(IT.NE.1) GO TO 5014
MAXNR = MAXO(NR855,NR647,NR554,NR538)
WRITE(W,7000)
7000 FORMAT(1,T3,1000 INPUT DATA ***/)
7050 WRITE(W,7050) NR855,NR647,NR554,NR538
7050 FORMAT(1,T12,NUMBER OF 8"/55 SHIPS PRESENT = ,I1/, ,T12,NUMBER OF 5"/54 SHIPS PR
IER OF 6"/47 SHIPS PRESENT = ,I1/, ,T12,NUMBER OF 5"/54 SHIPS PR

```


[illegible]

CCCC

THE PROBLEM IS COMPLETE. CALCULATE OVERALL STATISTICAL RESULTS

```

XMULT = 1.0/(NRIT-1.0)
XAVGWT = XQAVWT/NRIT
XWTVAR = XMULT*(XWTSQR - XAVGWT*XQAVWT)/NRIT
XWTVAR = SQRT(XWTVAR)
YAVGWT = YQAVWT/NRIT
YWTVAR = XMULT*(YWTSQR - YAVGWT*YQAVWT)/NRIT
YWTVAR = SQRT(YWTVAR)
XAVFST = XCAVES/NRIT
XFSTVAR = XMULT*(XFSSQR - XAVFST*XCAVES)/NPIT
XFSTVAR = SQRT(XFSTVAR)
YAVFST = YCAVES/NRIT
YFSTVAR = XMULT*(YFSSQR - YAVFST*YCAVES)/NRIT
YFSTVAR = SQRT(YFSTVAR)
ZAVFST = ZCAVES/NRIT
ZFSTVAR = XMULT*(ZFSSQR - ZAVFST*ZCAVES)/NRIT
ZFSTVAR = SQRT(ZFSTVAR)
XAVGO = XQAVGO/NRIT
XQDEV = XMULT*(XAVQSQ - XAVGO*XQAVGO)/NRIT
XQDEV = SQRT(XQDEV)
XAVSVC = XQAVSV/NRIT
XSVVAR = XMULT*(XSVSQR - XAVSVC*XQAVSV)/NRIT
XSVDEV = SQRT(XSVVAR)
XAVTPV = XQAVTV/NRIT
XTRDEV = XMULT*(XTRPSQR - XAVTPV*XQAVTV)/NRIT
XTRDEV = SQRT(XTRDEV)
XAVFIR = XQAVFIR/NRIT
XFIRDEV = XMULT*(XFIRSQR - XAVFIR*XQAVFIR)/NRIT
XFIRDEV = SQRT(XFIRDEV)
XPERWT = XQPRWT/NRIT
XPERVR = XMULT*(XPERSQ - (XQPRWT**2)/NRIT)
XPERVR = SQRT(XPERVR)
IF(NR855.EQ.0) GO TO 6020
DO 6010 K=1,NR855
  FUFLTM(K,1) = OFUFLTM(K,1)/NPIT
  ARMTM(K,1) = OARMTM(K,1)/NRIT
  TOTAMX(K,1) = OAMMEX(K,1)/NRIT
  XUT855(K) = XMULT*(XUT855SQR(K) - XUT855(K)*XOT855(K))/NRIT
  X855VAR(K) = XMULT*(X855VAR(K))
6C1C XUTL85 = XOTL85/NRIT
      XU85VR = XMULT*(XU855SQR - XUTL85*XOTL85)/NRIT
      XU85DV = SQRT(XU855VR)
6020 IF(NR647.EQ.0) GO TO 6040

```



```

DN 6030 IK=1,NR 647
FUELTM(IK,2) = OFUELTM(IK,2)/NRIT
ARMTM(IK,2) = OARMTM(IK,2)/NRIT
TOTAMX(IK,2) = OAMMEX(IK,2)/NRIT
XUT647(IK) = XOT647(IK)/NRIT
X64VAR(IK) = XMULT * (X64SQR(IK) - XUT647(IK)*XOT647(IK))/NRIT
X64DEV(IK) = SORT(X64VAR(IK))
XUTL64 = XUTL64/NRIT
XU64VR = XMULT * (XU64SQ - XUTL64*XOTL64)/NRIT
XU64RV = SORT(XU64VR)
IF (NR554.EQ.0) GO TO 6060
DN 6050 IK=1,NR 554
FUELTM(IK,3) = OFUELTM(IK,3)/NRIT
ARMTM(IK,3) = OARMTM(IK,3)/NRIT
TOTAMX(IK,3) = OAMMEX(IK,3)/NRIT
XUT554(IK) = XOT554(IK)/NRIT
X55VAR(IK) = XMULT * (X55SQR(IK) - XUT554(IK)*XOT554(IK))/NRIT
X55DEV(IK) = SORT(X55VAR(IK))
XUTL55 = XUTL55/NRIT
XU55VR = XMULT * (XU55SQ - XUTL55*XOTL55)/NRIT
XU55DV = SORT(XU55VR)
IF (NR538.EQ.0) GO TO 6080
DN 6070 IK=1,NR 538
FUELTM(IK,4) = OFUELTM(IK,4)/NRIT
ARMTM(IK,4) = OARMTM(IK,4)/NRIT
TOTAMX(IK,4) = OAMMEX(IK,4)/NRIT
XUT538(IK) = XOT538(IK)/NRIT
X53VAR(IK) = XMULT * (X53SQR(IK) - XUT538(IK)*XOT538(IK))/NRIT
X53DEV(IK) = SORT(X53VAR(IK))
XUTL53 = XUTL53/NRIT
XU53VR = XMULT * (XU53SQ - XUTL53*XOTL53)/NRIT
XU53DV = SORT(XU53VR)
XUTL7 = XUTL7/NRIT
XUTVAR = XMULT * (XUTSQR - XUTL7*XOTL7)/NRIT
XUTDEV = SORT(XUTVAR)
XVAPES = CMXFST/NRIT
XDEVFS = XMULT * (FSTSQR - (CMXFST**2)/NRIT)/NRIT
MAXINO = SORT(XVAPES)
IF (MOD(CMXINO,NRIT).GT.(NRIT/2)) MAXINO = MAXINO + 1
XVAPMX = XMULT * (XVQSOR - (CMXINO**2)/NRIT)/NRIT
XDEVMX = SORT(XVAPMX)
TOTQ = TOTQ/NRIT
IF (MOD(TOTQ,NRIT).GT.(NRIT/2)) TOTQ = TOTQ + 1
XVAFIQ = XMULT * (TOTQSOR - (TOTQ**2)/NRIT)/NRIT
XDEVTO = SORT(XVAFIQ)
XCLOCK = XCLOCK/NRIT
XCLOCKVR = XMULT * (XCCLKSQ - XCLOCK*XOCLK)/NRIT

```

```

XCLKDIV = SQR((XCLKV/R)
TCTMSN = OTCTMS/NRIT
IF(MOD(OTCTMS,NRIT).GT.NRIT/2) TCTMSN = TCTMSN + 1
XVAFKS = XMULT * (TOMSSQ - (OTOTMS**2)/NRIT)/NRIT
DEVMS = FTX(SORT(XVARMS) + 0.5)
MAXQTM = CMXQTM/NRIT
IF(MOD(CMXQTM,NRIT).GT.(NRIT/2)) MAXQTM = MAXQTM + 1
XVARQT = XMULT * (JMXQTM**2)/NRIT
XVAVQT = FTX(SORT(XVARQT) + 0.5)

```

*** PRINT OUT RESULTS ***

[illegible]


```

SUBROUTINE VENTCH(VENT,A,EVM,REP)

C C C C C C C C
THIS SUBROUTINE DETERMINES THE CHRONOLOGICAL POSITION OF EACH NEW
EVENT ON THE EVENT CHAIN. PLACES THE NEW EVENT IN THAT POSITION,
AND MOVES ALL LATER EVENTS BACK ONE POSITION ON THE EVENT CHAIN.

IMPLICIT INTEGER(A-W)
COMMON NRVENT,K,KOUNT,IR11,IR12,IP13,KR,MINSET,MAXSET,SPEED,
1 TRAVEL(1000),SERVC(1000),EPRZ(1000),SHP(1000),
2 AMEXPD(1000),EVENT(2300),EVTYP(2300),EVTMSN(2300),
3 REPSHP(2300),VAIL(36),STATUS(9,4),FIR(4,4),DENOM(4,4),
4 MINAMM(4,4),MAXAMM(4,4)
UPCOME = K + 1
DO 2100 JJ=UPCOME,NRVENT
IF(VENT.GT.EVENT(JJ)) GO TO 2100
NV = NRVENT - JJ + 1
DO 2050 JK=1,NV
JJK = NRVENT - JK + 1
EVENT(JJK+1) = EVENT(JJK)
EVTYP(JJK+1) = EVTYP(JJK)
EVTMSN(JJK+1) = EVTMSN(JJK)
REPSHP(JJK+1) = REPSHP(JJK)
CONTINUE
JJJ = JJ
GO TO 2150
CONTINUE
JJJ = NRVENT + 1
EVENT(JJJ) = VENT
EVTYP(JJJ) = A
EVTMSN(JJJ) = EVM
REPSHP(JJJ) = REP
NRVENT = NPVENT + 1
RETURN
END
2050
2100
2150

```

```

CCCCC SUBROUTINE SERVIC(SHIP,TARTYP,RNG,II,DIS)
      THIS SUBROUTINE CALCULATES THE TOTAL SERVICE TIME AND AMMUNITION
      EXPENDITURE FOR EACH MISSION
      IMPLICIT INTEGER(A-W)
      COMMON NRVENT,K,KOUNT,IR11,IR12,IR13,KR,MINSET,MAXSET,SPEED,
1      TRAVEL(1000),SERVC(1000),FIRE(1000),SETUP(1000),
2      AMMEXP(1000),EVENT(2300),EVTYP(2300),EVTMSN(2300),
3      REPSHP(2300),VAL(36),STATUS(9,4),FIRTIM(4,4),DENOM(4,4),
4      MINAMM(4,4),MAXAMM(4,4)
      CALCULATE THE MEAN OF THE EXPONENTIAL DISTRIBUTION OF FIRING TIMES
      AND CALCULATE FIRING TIME FOR THIS MISSION
      MU = FIRTIM(SHIP,TARTYP) + RNG/DENOM(SHIP,TARTYP) + 0.5
      IR11 = IR11 * KR
      XRN = 0.5 + FLOAT(IR11) * 2.328306E-10
      FIRE(II) = -MU * ALOG(XRN) + 0.5
      IF(FIRE(II).EQ.0) FIRE(II) = 1
      CALCULATE TRAVEL TIME
      TRAVEL(II) = DIS/(SPEED*33.33) + 0.5
      CALCULATE SETUP TIME
      IR12 = IR12 * KR
      XRN = 0.5 + FLOAT(IR12) * 2.328306E-10
      SETUP(II) = MINSET + XRN * (MAXSET - MINSET) + 0.5
      CALCULATE TOTAL SERVICE TIME
      SERVC(II) = TRAVEL(II) + SETUP(II) + FIRE(II)
      CALCULATE AMMUNITION EXPENDITURE
      IR13 = IR13 * KR
      XRN = 0.5 + FLOAT(IR13) * 2.328306E-10
      AMMEXP(II) = (MINAMM(SHIP,TARTYP) + XRN * (MAXAMM(SHIP,TARTYP) -
1      RETURN
      END

```

```

SUBROUTINE AVAIL(NRSHIP,SHPTYP)

THIS SUBROUTINE CHECKS THE AVAILABILITY OF ALL SHIPS OF A TYPE
APPROPRIATE TO FIRE THE MISSION UNDER CONSIDERATION, AND PLACES ALL
AVAILABLE SHIPS (STATUS = 1) INTO THE VECTOR VAIL

CCCCCCC

IMPLICIT INTEGER(A-W)
COMMON NRVENT,K,KOUNT,IR11,IR12,IR13,KR,MINSET,MAXSET,MAXSE,SPEED,
1 TPVVEL(1000),SERVC(1000),FIRE(1000),SETUP(1000),
2 AMMEXPD(1000),EVENT(2300),EVTYP(2300),EVTMSN(2300),
3 REPSHDP(2300),VAIL(36),STATUS(9,4),FIRTIM(4,4),DENOM(4,4),
4 MINAMM(4,4),MAXAMM(4,4)
DC 4100 JB=1,NRSHIP
IF(STATUS(JB,SHPTYP).NE.1) GO TO 4100
KOUNT = KOUNT + 1
VAIL(KOUNT) = JB*10 + SHPTYP
CONTINUE
RETURN
END

4100

```

APPENDIX C: PRINTOUT OF INPUT DATA FOR STDF FEASIBILITY STUDY
(For the Case When NR855 = NR554 = 1, NR538 = 0)

*** INPUT DATA ***

NUMBER OF 8"/55 SHIPS PRESENT = 1
NUMBER OF 6"/47 SHIPS PRESENT = 1
NUMBER OF 5"/54 SHIPS PRESENT = 1
NUMBER OF 5"/38 SHIPS PRESENT = 0

MAX RANGE OF 8"/55 GUN = 30000 YDS
MAX RANGE OF 6"/47 GUN = 21000 YDS
MAX RANGE OF 5"/54 GUN = 26000 YDS
MAX RANGE OF 5"/38 GUN = 15000 YDS

DISTANCE OF WESTERN EDGE OF WAITING PATTERN FROM Y-AXIS = 10000 YDS
DISTANCE OF NORTHERN EDGE OF WAITING PATTERN FROM GUNLINE = 5000 YDS
E-W LENGTH OF WAITING PATTERN = 20000 YDS
N-S LENGTH OF WAITING PATTERN = 5000 YDS

SPEED TO FIRING POSITION = 20 KNOTS
MIN SETUP TIME = 3 MINS
MAX SETUP TIME = 15 MINS

ASSIGNMENT DOCTRINE: 1
QUEUE DISCIPLINE: 2
REPLENISHMENT POLICY: 2
TYPE OF FUELING SCHEDULE USED: 2

* COMPONENTS OF MEAN FIRING TIME *

MEAN FIRING TIME DUE TO TARGET TYPE: (MINUTES FROM TABLE BELOW)

TYPE SHIP	TARGET TYPE			
	1	2	3	4
1	15	10	12	10
2	14	8	11	9
3	8	5	14	10
4	18	12	18	12

DENOMINATOR OF RANGE FACTOR: (FROM TABLE BELOW)

TYPE SHIP	TARGET TYPE			
	1	2	3	4
1	10000	8000	6000	6000
2	10000	8000	6000	6000
3	10000	8000	6000	6000
4	8000	4000	4000	4000

* AREA INFORMATION *

AREA NR	NORTH	AREA BOUNDARIES			EXP PATROL DURATION		EXP NR OF CFF	TARGET TYPE PROBABILITIES			
		SOUTH	WEST	EAST	MIN	MAX		2	3	4	
1	25000	20000	0	4000	6.0	7.0	8.0	0.10	0.20	0.50	0.20
2	25000	20000	4000	8000	6.4	7.4	8.0	0.10	0.20	0.50	0.20
3	25000	20000	8000	12000	6.0	7.0	8.0	0.10	0.20	0.50	0.20
4	25000	20000	12000	16000	5.8	6.8	8.0	0.20	0.30	0.40	0.10
5	25000	20000	16000	19000	4.6	7.6	10.0	0.20	0.40	0.10	0.30
6	25000	20000	19000	22000	5.0	7.0	10.0	0.20	0.40	0.10	0.30
7	25000	20000	22000	28000	5.9	6.9	12.0	0.20	0.20	0.50	0.10
8	25000	20000	28000	40000	6.5	7.0	12.0	0.10	0.15	0.65	0.10
9	20000	15000	0	4000	6.5	7.5	11.0	0.10	0.20	0.50	0.20
10	20000	15000	4000	8000	5.7	6.7	12.0	0.10	0.20	0.50	0.20
11	20000	15000	8000	13000	6.2	7.2	12.0	0.10	0.20	0.50	0.20
12	20000	15000	13000	18000	5.3	6.5	15.0	0.25	0.25	0.35	0.15
13	20000	15000	18000	21000	4.5	7.5	15.0	0.20	0.40	0.10	0.30
14	20000	15000	21000	24000	5.3	7.3	15.0	0.20	0.40	0.10	0.30
15	20000	15000	24000	32000	6.5	7.5	15.0	0.10	0.15	0.40	0.35
16	20000	12000	32000	40000	6.6	6.8	10.0	0.10	0.20	0.10	0.60
17	15000	10000	0	4000	6.5	7.5	11.0	0.10	0.20	0.50	0.20
18	15000	10000	4000	8000	6.0	7.0	12.0	0.15	0.25	0.30	0.30
19	15000	12000	8000	13000	5.8	6.8	10.0	0.10	0.10	0.60	0.20
20	15000	12000	13000	18000	5.7	6.7	11.0	0.10	0.30	0.50	0.10
21	15000	12000	18000	22000	4.5	6.5	18.0	0.20	0.40	0.10	0.30
22	15000	12000	22000	26000	5.0	6.8	15.0	0.20	0.40	0.10	0.30
23	15000	12000	26000	32000	6.0	7.0	12.0	0.20	0.30	0.25	0.25
24	10000	6000	0	8000	6.0	7.0	8.0	0.05	0.35	0.20	0.40
25	12000	8000	8000	15000	6.2	7.2	10.0	0.10	0.25	0.35	0.30
26	12000	8000	15000	21000	5.5	7.0	11.0	0.20	0.40	0.20	0.20
27	12000	8000	21000	24000	4.0	7.0	22.0	0.20	0.40	0.10	0.30
28	12000	8000	24000	28000	4.5	7.5	18.0	0.20	0.40	0.10	0.30
29	12000	8000	28000	40000	6.4	6.6	7.0	0.10	0.20	0.10	0.60
30	8000	4000	8000	15000	6.2	7.2	7.0	0.05	0.35	0.20	0.40
31	8000	4000	15000	21000	5.0	6.5	8.0	0.20	0.50	0.10	0.20
32	8000	5000	21000	26000	4.0	7.5	18.0	0.40	0.30	0.20	0.10
33	8000	5000	26000	30000	4.0	7.0	23.0	0.40	0.30	0.20	0.10
34	8000	5000	30000	40000	6.3	6.5	6.0	0.10	0.20	0.10	0.60

* REFUELING AND REARMING DATA *

OFF-STATION TIME PARAMETERS:
(MINUTES OFF STATION PER EVOLUTION FROM TABLE BELOW)

CRUISERS				DESTROYERS			
REFUEL		REARM		REFUEL		REARM	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
150	180	240	300	120	150	180	240

INITIAL AMMUNITION LEVELS:
(ROUNDS ON BOARD FROM BELOW TABLE)

SHIP NR	SHIP TYPE			
	8"/55	6"/47	5"/54	5"/38
1	8000	10000	12000	6000

MINIMUM ALLOWED AMMUNITION LEVELS =

8"/55: 1000 RDS
6"/47: 1000 RDS
5"/54: 2000 RDS
5"/38: 1000 RDS

EXPECTED AMMUNITION EXPENDITURES:
(ROUNDS PER MINUTE PER MISSION)

TYPE SHIP	TARGET TYPE							
	MIN	1 MAX	MIN	2 MAX	MIN	3 MAX	MIN	4 MAX
1	4	10	3	9	2	8	2	8
2	4	11	3	10	2	8	2	6
3	6	22	5	20	5	18	5	18
4	4	10	3	9	3	10	3	10

APPENDIX D: PRINTOUT OF MISSION HISTORY FOR STDF FEASIBILITY STUDY - (FIRST ITERATION WITH INPUT PARAMETERS IAW APPENDIX C)

*** MISSION HISTORY ***
ITERATION NUMBER 1

MISSION NUMBER	AREA NUMBER	TARGET TYPE	MISSION TYPE	RANGE (YDS)	SHIP ASSIGNED	TIME OF CALL FOR FIRE (DTG)	TIME AWAITING ASSIGNMT (MINS)	TRAVEL TIME (MINS)	TIME OF FIRST SHOT (MINS OFF)	ACTUAL FIRING TIME (MINS)	TIME MISSION COMPLETE (DTG)
1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79	79	79	79	79
80	80	80	80	80	80	80	80	80	80	80	80
81	81	81	81	81	81	81	81	81	81	81	81
82	82	82	82	82	82	82	82	82	82	82	82
83	83	83	83	83	83	83	83	83	83	83	83
84	84	84	84	84	84	84	84	84	84	84	84
85	85	85	85	85	85	85	85	85	85	85	85
86	86	86	86	86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90	90	90	90	90
91	91	91	91	91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100	100	100	100	100

[illegible]

[illegible]

120 120 113 118 118 112 119 224 99 117 42 63 33 18 136 33 22 66 12 29 110 11 150 14 10 15 21 16 96 22 77 20 20 92 122 76 20 22 25 14 11 40 30 15 67 8 11 11 33

[illegible]

14981499362301115171408911613151202241215196330273276720112020188254219811771211098153111110302222823191122

[illegible][illegible][illegible][illegible][illegible][illegible]

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[illegible][illegible]

APPENDIX E: ITERATION STATISTICAL RESULTS FOR STDF FEASIBILITY STUDY - (FIRST
ITERATION WITH INPUT PARAMETERS IAW APPENDIX C)

**** STATISTICAL RESULTS ****

ITERATION NUMBER 1

TOTAL PROBLEM TIME = 7 DAYS, 4 HOURS, 55 MINUTES
TOTAL NUMBER OF MISSIONS FIRED = 358

AVERAGE WAITING TIME (INCL ONLY MISSIONS REQUIRED TO WAIT) = 16.0 MINS
AVERAGE WAITING TIME (ALL MISSIONS) = 3.9 MINS
MAXIMUM WAITING TIME = 84 MINS

AVERAGE NUMBER OF MISSIONS AWAITING ASSIGNMENT = 0.13
MAXIMUM NUMBER OF MISSIONS AWAITING ASSIGNMENT = 5
TOTAL NUMBER OF MISSIONS WHICH WERE REQUIRED TO WAIT FOR ASSIGNMENT = 86
PERCENT OF MISSIONS WHICH WERE REQUIRED TO WAIT FOR ASSIGNMENT = 24.0

AVERAGE TIME FROM CALL FOR FIRE (CFF) UNTIL FIRST SHOT (MISSIONS REQUIRED TO WAIT) = 40.2 MINS
AVERAGE TIME FROM CFF UNTIL FIRST SHOT (MISSIONS NOT REQUIRED TO WAIT) = 25.7 MINS
AVERAGE TIME FROM CFF UNTIL FIRST SHOT (ALL MISSIONS) = 29.2 MINS
MAXIMUM TIME FROM CFF UNTIL FIRST SHOT = 119 MINS

AVERAGE TRAVEL TIME = 16.3 MINS
AVERAGE FIRING TIME = 11.9 MINS
AVERAGE TOTAL SERVICE TIME (TRAVEL + SETUP + FIRING TIME) = 37.2 MINS

*** SHIP UTILIZATION STATISTICS ***

OVERALL SHIP UTILIZATION = 0.44

SHIP NR	8"/55	6"/47	5"/54	5"/38
1	0.50	0.41	0.42	0.0
ALL	0.50	0.41	0.42	0.0

*** REPLENISHMENT STATISTICS ***

TIMES INDICATED BELOW ARE TOTAL MINUTES OFF STATION FOR REPLENISHMENT FOR EACH SHIP

SHIP NR	8"/55	6"/47	5"/54	5"/38
	REFUEL	REARM	REFUEL	REARM
1	164	288	155	0
			133	199
			0	0

*** AMMUNITION EXPENDITURES ***

FIGURES BELOW ARE TOTAL ROUNDS EXPENDED BY EACH SHIP

SHIP NR	8"/55	6"/47	5"/54	5"/38
1	9931	8418	14260	0

APPENDIX F: PRINTOUT OF OVERALL STATISTICAL RESULTS FOR STDF
FEASIBILITY STUDY (WITH INPUT PARAMETERS IAW
APPENDIX C)

***** OVERALL STATISTICAL RESULTS *****

TABULATED BELOW ARE THE MEAN AND THE STANDARD DEVIATION OF THE MEAN
OF THE INDICATED QUANTITIES AS COMPUTED FOR 10 ITERATIONS
OF THE PROBLEM

QUANTITY	MEAN	STD DEV
TOTAL PROBLEM TIME (DAYS)	7.34	0.04
TOTAL NUMBER OF MISSIONS FIRED	385	7
AVERAGE WAITING TIME PER MISSION (INCL ONLY MISSIONS WHICH WERE REQUIRED TO WAIT) (MINS)	19.9	1.78
AVERAGE WAITING TIME PER MISSION (ALL MISSIONS)	5.0	0.71
MAXIMUM WAITING TIME (MINS)	95	14
AVERAGE NUMBER OF MISSIONS AWAITING ASSIGNMENT	0.18	0.03
MAXIMUM NUMBER OF MISSIONS AWAITING ASSIGNMENT	5	0.54
TOTAL NUMBER OF MISSIONS WHICH WERE REQUIRED TO WAIT FOR ASSIGNMENT	95	6.71
PERCENT OF MISSIONS WHICH WERE REQUIRED TO WAIT FOR ASSIGNMENT	24.4	4.55
AVERAGE TIME FROM CALL FOR FIRE (CFF) UNTIL FIRST SHOT (INCL ONLY MISSIONS REQUIRED TO WAIT)	45.4	2.12
AVERAGE TIME FROM CFF UNTIL FIRST SHOT (INCL ONLY MISSIONS NOT REQUIRED TO WAIT)	25.7	0.07
AVERAGE TIME FROM CFF UNTIL FIRST SHOT (ALL MISSIONS)	30.6	0.78
MAXIMUM TIME FROM CFF UNTIL FIRST SHOT	132	13.5
AVERAGE TRAVEL TIME (MINS)	16.6	0.13
AVERAGE FIRING TIME	11.8	0.27
AVERAGE TOTAL SERVICE TIME (TRAVEL + SETUP + FIRING TIME)	37.4	0.35

**** SHIP UTILIZATION STATISTICS ****

OVERALL SHIP UTILIZATION : MEAN = 0.469, STD DEV = 0.007

(VALUES IN BELOW TABLE ARE THE MEAN CM TOP
WITH STANDARD DEVIATION BELOW)

SHIP NR	8"/55	6"/47	5"/54	5"/38
1	0.483 0.009	0.447 0.011	0.479 0.010	0.0 0.0
ALL	0.483 0.009	0.447 0.011	0.479 0.010	0.0 0.0

**** REPLENISHMENT STATISTICS ****

VALUES IN TABLE BELOW ARE MEAN TOTAL MINUTES OFF STATION FOR EACH SHIP

SHIP NR	8"/55	6"/47	5"/54	5"/38
	REFUEL	PEARM	REFUEL	REARM
1	158	275	165	97
			130	206
				0
				0

**** AMMUNITION EXPENDITURES ****

VALUES IN BELOW TABLE ARE MEAN TOTAL ROUNDS EXPENDED BY EACH SHIP

SHIP NR	8"/55	6"/47	5"/54	5"/38
1	9270	8391	17133	0

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